

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, FEBRUARY 18, 1939.



THE DEATH OF A POPE WHOSE LAST WORDS WERE "PEACE, PEACE": THE LATE PIUS XI.

His Holiness Pope Pius XI. died on February 10, aged eighty-one. A preacher at Westminster Cathedral has confirmed the fact that the late Pontiff's last audible words were "Peace, peace." Photographs illustrating the lying-in-state and other ceremonies at the Vatican will be found on subsequent pages in this issue.

STUDY BY PROFESSOR FANTUZZI FOR HIS PAINTING "THE PONTIFICAL COURT," WHICH WAS REPRODUCED IN OUR ISSUE OF JANUARY 21.



By ARTHUR BRYANT.

ONE of the great difficulties in any sort of national planning—something which in this country is only attempted in an emergency—is to get the right men in the right jobs. For the difference between planning and a free system on a competitive basis is that in the latter, men, within the limits of their resources and capacities, choose themselves for their posts, while in the former they are normally appointed in accordance with abstract principles. Every public service and Government office has its rules of seniority and promotion, and these are only relaxed under great pressure. And if a square peg gets into a round hole, it is apt to remain there provided the allotted and schedule numbers of peg and hole correspond. Paper efficiency, in fact, is accounted more important than real efficiency.

So much do I hold this to be the case, that I am one of the few people who apparently still believe that we won the last war because we started it with a voluntary system. And in expressing this old-fashioned view, I am fully conscious of the handicap that that voluntary system imposed upon us: both at the outset of the war, and still more ever since, in the price we have had to pay for the loss of almost every natural leader in the generation which should now be forming the ideals and directing the policy of the nation. For under a voluntary system, ordeal by battle inevitably means the early death of nearly all the finest men of fighting age, who are almost invariably killed by virtue of the simple fact that they select themselves for the privilege. And in such a matter, where the supreme attributes of characters are concerned, no one can decide so well as a man himself. No superior can judge whether a man has the quality to sacrifice his all for an ideal so surely as that man's own conscience.

So we found in the last war. The first hundred thousand, other things being equal, were the best hundred thousand. And the first hundred thousand, being the first in the field, were the first hundred thousand to suffer, and to suffer in each recurring battle again and again. A few, of course, had misjudged their own characters, that was all. But the great majority made no such error of judgment. They answered the test to the full capacity of frail human nature and, in many cases, when their work was done—the work that ensured victory—they remained where they had fallen:

Grim clusters under thorny trellises,
Dry, furthest foam upon disastrous shores,
Leaves that made last year beautiful, still
strewn
Even as they fell, unchanged, beneath the
changing moon.

"With their bodies they stood out the battle and so in a moment big with fate, it was from their glory rather than from their fear, they passed away." We have been paying for their loss ever since.

Yet it was their individual quality of initiative and leadership in battle that gave us victory, even if it was a victory that some who survived to make the peace were unworthy to negotiate. The war was not won in 1918 alone, but in every month and week and day and hour of its long, dragging history. And in its course there was established one gradual fact—the supreme fighting quality of the British Army. In the long run this wonderful quality made itself felt. This may sound arrogant, but almost any soldier who remembers the end of the war will admit the

in the field not because the British are the bravest race in the world—such a claim would be ridiculous—nor because of superior generalship, but because they put a higher percentage of the nation's best into the actual front line than any other power. For at the end of the war, it should be remembered, Britain was the mainstay of the Allied effort which, without her, would have collapsed in a day. Russia had long ceased fighting; Italy after Caporetto almost ceased for a time to do so; the United States after eighteen months of war had only just begun to make its full weight felt on the battlefield; while France, wearied after her great efforts at Verdun and the Chemin des Dames, played, apart from the inspired leadership of Foch, a less prominent part in the great offensives that rolled back the German armies in the final months of 1918.

I am not speaking of the effect of the Naval Blockade, which was, probably more than any other individual factor, decisive in the war, but merely of the military campaigns. It is often forgotten nowadays that it was the repeated hammer strokes of Britain, begun on the Somme and continued till the Canadians stood once more where the Old Contemptibles had stood at Mons, that did more than anything to break the stubborn quality of the German Army. And if anyone stands out as the "architect of victory," it is the regimental officer and N.C.O., whose quality of leadership in the dangerous way which he had chosen as his lot made all the difference, in a thousand individual fights, between triumph and defeat. In doing so he too often sacrificed himself, but his sacrifice was sufficient to do England's business. It is true, as we found when we began to take stock of and organise our man power in the later stages of the war, that many key-men had vanished from industry and disappeared for ever in the toll of battle, and that the brains that should have directed our efforts on the home front had been lost to us. But they had been applied at the decisive point where victory was decided by the shock of force. From that everything else followed.

This is not to say that we are not wise to-day to take careful stock of our man power, and to allocate every man in peace for the specific task that he will be called upon to do in time of war, should that grim ordeal again face us. The conditions of the kind of war

we should find ourselves fighting would almost certainly be very different to those of 1914. Then we raised a vast land army to overcome the massed infantry of the Central Powers. In a war that one English writer christened "a subaltern's war," we did so by meeting that kind of force with a like and superior force: there was no other way. But in the next war we may have to counter a completely different kind of attack: that of a highly mechanical Air Force and Army backed by a vast and minutely organised industrial machine. And, if oppose it we must, we shall have to do so by like instruments.



"JEREMIAH MOURNING OVER THE DESTRUCTION OF JERUSALEM"; BY REMBRANDT: AN EARLY WORK OF THE MASTER WHICH IS TO BE PRESENTED TO THE AMSTERDAM RIJKSMUSEUM. (SIGNED WITH THE MONOGRAM "RHL"; AND DATED 1630. SIZE: 23½ BY 18½ IN.)

It was recently reported that the Rembrandt Society in the Netherlands had purchased an early work of the master, "Jeremiah Mourning Over the Destruction of Jerusalem," for about £31,000 and intended to present it to the Rijksmuseum in Amsterdam. The painting will be an important addition to the fine collection of works by Rembrandt which the museum already possesses. Our readers may remember that it was included in the "Exhibition of Dutch Art" at Burlington House in 1929 and that various copies exist, one of which is in the Glasgow Gallery.

justice of the claim. Even Herr Hitler half-conceded it in his "Mein Kampf." And yet when the war began, the Continent, with its great conscript armies, grossly underestimated the decisive quality of Britain's effort. The little professional peacetime army and the volunteer clerks who lined up outside improvised recruiting offices to take their places were derided as a "handful of mercenaries." Yet within two years, the free nations of the British Commonwealth had put five million volunteer soldiers into the field. And those five million were the flower of Anglo-Saxon manhood. They won their ascendancy

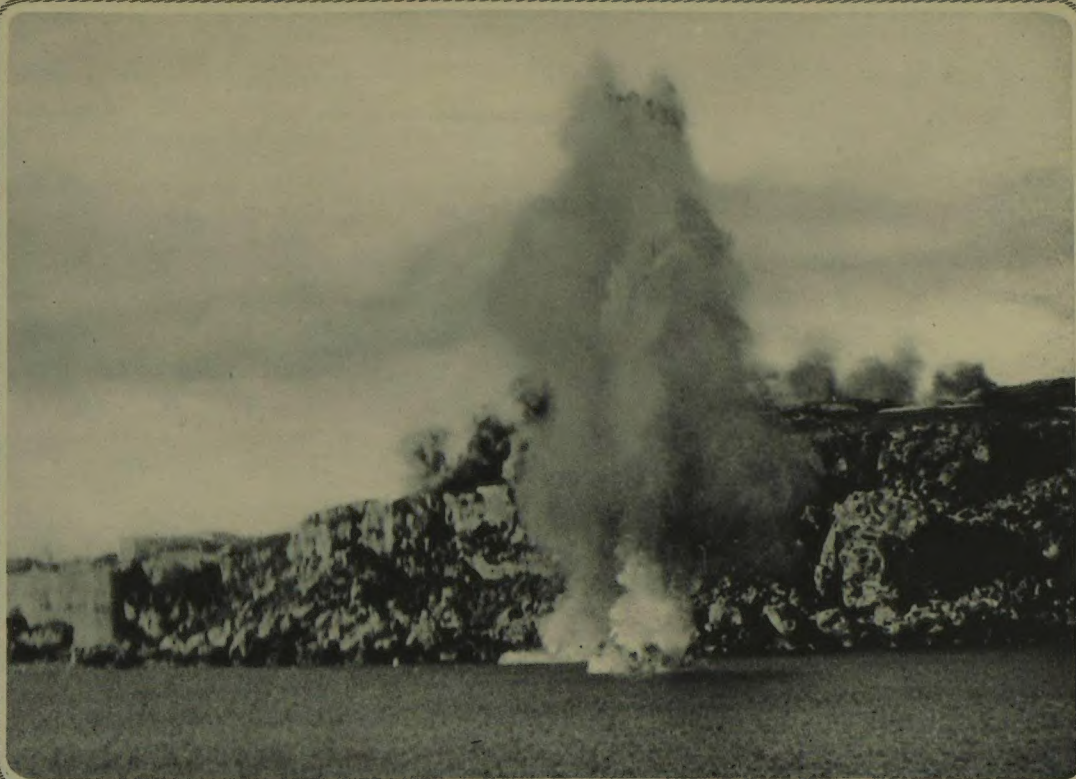
H.M.S. "DEVONSHIRE'S" MINORCA RISK: AIR RAIDS WHICH BROKE A PLEDGE.



THE SURRENDER OF MINORCA: SENOR UBIETA, GOVERNOR OF THE ISLAND, BEING GREETED BY CAPTAIN MUIRHEAD-GOULD ON ARRIVAL ABOARD H.M.S. "DEVONSHIRE."

THESE remarkable photographs were taken aboard H.M.S. "Devonshire" during the time that she was in Port Mahon for the negotiations which led to the surrender of Minorca on February 8. The cruiser was permitted by the British Government to take Colonel San Luis, Governor of Majorca, to Minorca, and arrived in Port Mahon on February 7. The negotiations began on the same day and were continued on February 8, when Señor Ubieta, Governor of Minorca, agreed to surrender on the terms drawn up by General Franco, with the proviso that

[Continued below.]



SHOWING HOW CLOSE THE BOMBS FELL TO H.M.S. "DEVONSHIRE" DURING THE RAIDS ON MINORCA: A PHOTOGRAPH OF A BOMB BURSTING TAKEN FROM THE CRUISER IN PORT MAHON.



ONE OF THE SEVEN AIR RAIDS WHICH OCCURRED DURING THE DISCUSSIONS ABOARD THE "DEVONSHIRE": BOMBS BURSTING IN A LINE ACROSS THE TOWN OF MAHON.



PLACING THE "DEVONSHIRE" IN SUCH DANGER THAT HER CAPTAIN DECIDED TO PUT TO SEA AS A PROTEST: BOMBS BURSTING IN THE WATER NEAR THE CRUISER.

certain persons should be allowed to leave aboard the "Devonshire." While the talks were in progress, a section of the population demonstrated against the capitulation and, probably on account of this, aircraft from Majorca raided the island seven times, although a promise had been made that no action would be taken while the "Devonshire" was at Minorca. Some of the bombs fell near the cruiser, and Captain G. C. Muirhead-Gould twice wirelessly a protest to Palma and was informed that there had been a mistake. Eventually he took the "Devonshire" to sea as a protest, returning later to embark the 452 refugees who were to be taken to Marseilles. It was stated that the Nationalist authorities would hold an inquiry into the air raids.

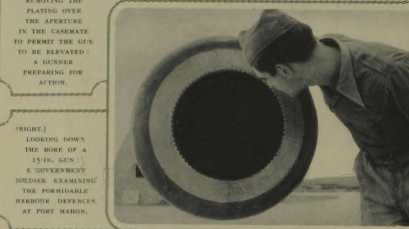


THE "DEVONSHIRE" PROVIDES A MEANS OF SECURING THE PEACEFUL OCCUPATION OF MINORCA: POLITICAL REFUGEES FROM THE ISLAND ABOARD THE CRUISER AT MARSEILLES, WHERE THEY DISEMBARKED.

THE FORMIDABLE DEFENCES OF MINORCA, WHOSE SURRENDER WAS ARRANGED FIFTEEN-INCH GUNS AND ANTI-AIRCRAFT EQUIPMENT WHICH GUARD ONE OF THE BEST-EQUIPPED NAVAL BASES



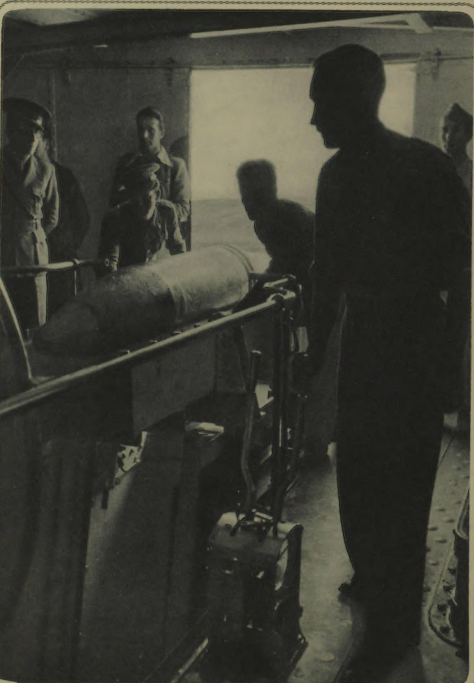
MOVING THE PLATING OVER THE APERTURE IN THE CASEMATE TO PERMIT THE GUN TO BE ELEVATED: A GUNNER PREPARING FOR ACTION.



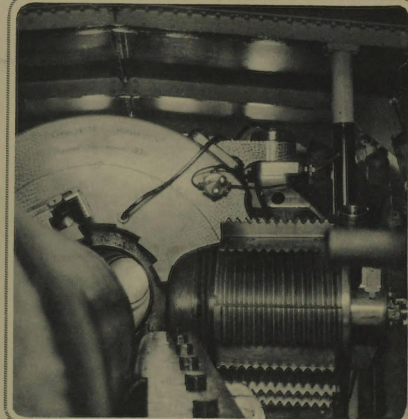
LOOKING DOWN THE BORE OF A 15-IN. GUN: A GOVERNMENT ORDER EXAMINING THE FORMIDABLE HARBOUR DEFENCES AT PORT MAHON.



FORMERLY IN COMMAND OF THE HEAVY BATTERIES WHICH DEFEND THE COAST OF MINORCA: OFFICERS OF THE GOVERNMENT FORCES WHOSE DUTIES INVOLVED CONTINUAL WATCH FOR AN INVADING FORCE FROM MAJORCA.



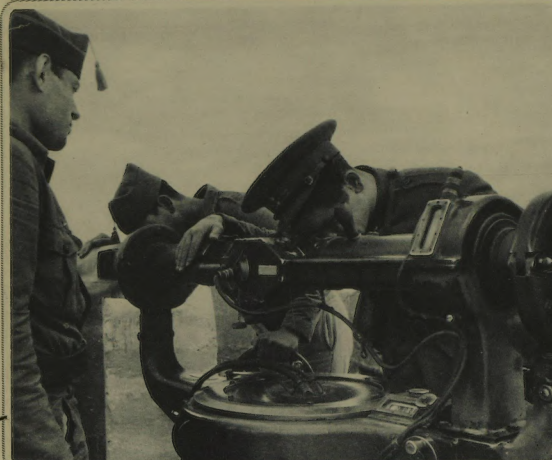
LOADING ONE OF THE 15-IN. GUNS WHICH PROTECT PORT MAHON: THE GUN-CREW ABOUT TO RAM HOME THE ENORMOUS SHELL, SEEN ON THE LOADING-TRAY IN THE FOREGROUND.



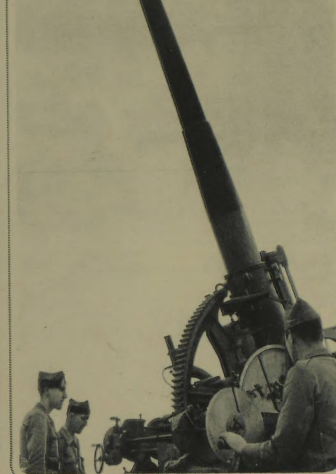
READING THE INSCRIPTION "VICKERS ARMSTRONGS 1930": THE BREECH OF A 15-IN. GUN OPEN FOR THE INSERTION OF THE SHELL DURING LOADING PRACTICE AT THE PORT MAHON DEFENCES.

THE surrender of Minorca to the Nationalists provides an interesting sequel to General Franco's Catalan campaign. The island was heavily fortified a few years ago (British material being used) and its defences enabled it to remain in Government hands in spite of the fact that Majorca is an important Nationalist air base for German and Italian aircraft. General Franco's success on the mainland undoubtedly persuaded Señor Ubieta, Governor of Minorca, to enter into negotiations with Colonel San Luis, the Nationalist representative, aboard H.M.S. "Devonshire," and to agree to surrender the island. Our photographs show the 15-in. guns (among the most powerful weapons sited in the Mediterranean for defensive purposes) which guard Port Mahon and the anti-aircraft equipment. The negotiations were concluded on February 8 and, on the following day, the 105th Division of the Moroccan Army Corps, which had embarked at Barcelona, landed on the island under the protection of units of the Nationalist fleet. The strategic importance of Minorca to the French was explained in our issue of February 11 in connection with a map showing how the island dominates the lines of communication between France and the North African ports. Their natural concern over the future of the island should it be occupied by Italian or German forces probably persuaded the British Government to agree to transport the Governor of Majorca to Port Mahon in the "Devonshire," with the result that Minorca was peacefully occupied by a purely Spanish force. Photographs of the bombing raids which took place while the "Devonshire" was in Port Mahon are reproduced on the previous page.

ON BOARD A BRITISH CRUISER IN PORT MAHON: IN THE MEDITERRANEAN—NOW OCCUPIED BY A PURELY SPANISH FORCE.



MANNING THE ANTI-AIRCRAFT DEFENCES OF MINORCA: THE CREW OF A HEIGHT-FINDER AT THEIR ACTION-STATIONS IN READINESS TO REPEL AN AIR RAID—THIS FORM OF ACTION BEING THE ONLY PART PLAYED BY GENERAL FRANCO'S ITALIAN LEGIONARIES IN THE OCCUPATION OF THE ISLAND.



AN ANTI-AIRCRAFT GUN ELEVATED FOR INSTANT ACTION AGAINST AIR-RAIDERS FROM MAJORCA: PART OF THE ISLAND'S DEFENCES WHICH HAVE BEEN OF MOST SERVICE.



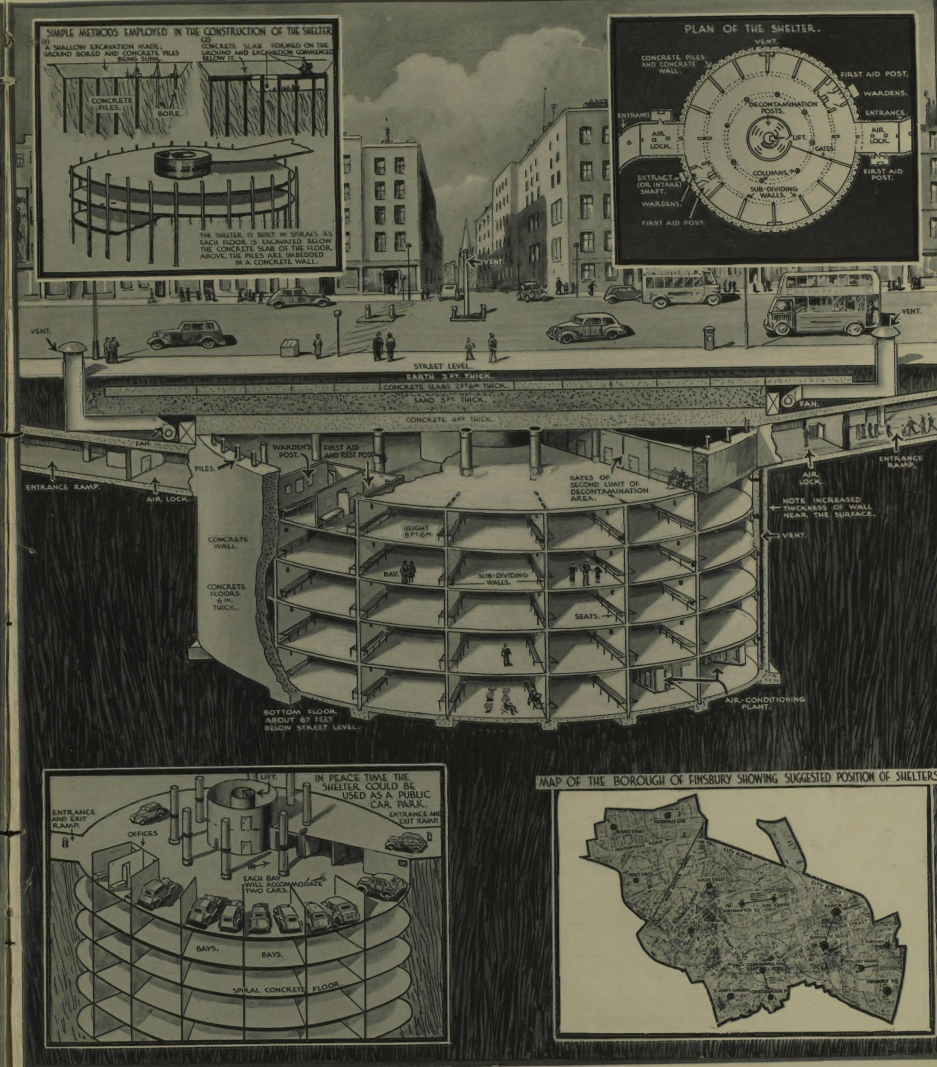
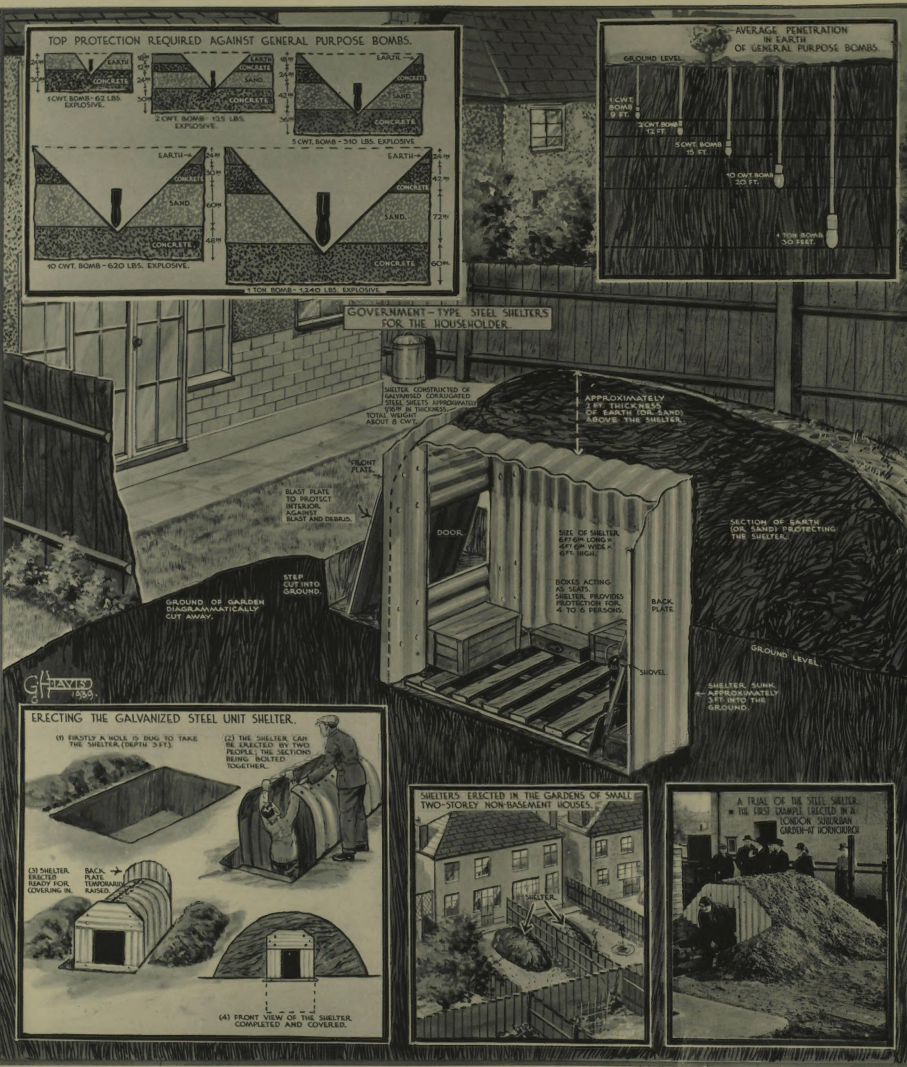
LAVING A 15-IN. GUN ON ITS TARGET DURING FIRING PRACTICE AT MINORCA, WHICH WAS HEAVILY FORTIFIED PRIOR TO THE CIVIL WAR: MUCH OF THE ARMAMENT BEING ORDERED FROM BRITAIN: THE CREW OF ONE OF THE MOST POWERFUL WEAPONS SITED IN THE MEDITERRANEAN, IN ACTION.

PRIVATE AND PUBLIC AIR RAID PROTECTION: GOVERNMENT

DRAWN BY OUR SPECIAL

STEEL SHELTERS; GROUP-REFUGES PROJECTED FOR FINSBURY.

ARTIST G. H. DAVIS.



TWO A.R.P. DEVELOPMENTS WHICH PROMISE GREATLY TO ENHANCE THE COUNTRY'S PREPAREDNESS: (LEFT) THE STEEL AND (RIGHT) THE TYPE OF CONCRETE UNDERGROUND GROUP-SHELTER (USED AS A

SHELTERS FOR SMALL HOUSES ABOUT TO BE ISSUED BY THE GOVERNMENT; WITH SOME DATA OF BOMB PENETRATION, GARAGE IN PEACE-TIME), OF WHICH IT IS PROPOSED TO CONSTRUCT A NUMBER IN FINSBURY.

We illustrate on these pages two A.R.P. measures which it is hoped will soon have added enormously to the preparedness of the nation. The A.R.P. department of the Home Office announced its plans for the rapid distribution of steel air raid shelters to small houses throughout London and in twenty-two big cities, on February 9. Manufacture of the shelters is well in hand and the first supplies are expected to be ready before the end of this month. These shelters are capable of holding from four to six persons. It is hoped, eventually, to provide them for all houses with not more than two storeys, with sufficient garden-space, in all vulnerable areas. The shelters, it was stated, would be issued to all those whose occupations were compulsorily insurable under the National Health Insurance Act, and to those not insured with an income under £250. The shelters are constructed of very strong

galvanized corrugated steel sheets, and have been subjected to rigorous tests to ensure that their strength when erected will be sufficient to take the weight of any debris that might fall upon them from the type of house for which they are designed. They are made in sections and can be put together by two people without any special skill or experience. At the same time the greatest interest has been aroused by the proposals for large public underground A.R.P. shelters published by the Finsbury Borough Council, and the A.R.P. Exhibition opened at the Finsbury Town Hall was so thronged by interested visitors that it was decided to prolong it. Some details of these proposals were given under a diagram in our last issue; and readers will be interested to see that this is practically the first official scheme put forward in England embodying in any way the A.R.P. lessons learned at Barcelona.

which were the subject of detailed illustrations in our issue of January 21 and succeeding issues. The Finsbury type of shelters are designed to be used as garages or warehouses in peace-time. A shelter of the type illustrated above could accommodate 7600 in war. A very interesting and important feature of this type of shelter (which was worked out for the Finsbury Borough Council by Messrs. Tecton, the well-known firm of architects) is the method of construction. The first step is to drive piles at close intervals all round the outside ring of the shelter. Earth within the outer ring of piles is then excavated and the ground floor shaped to the exact form of the first ring of the ramp. On the earth thus prepared the concrete of the first circular section is poured. This eliminates the usual wooden framework and strutting necessary for the casting of reinforced concrete floors. Once

this first ring has set, the excavation is carried lower in the circular shaft at the centre of the shelter, and the earth is scooped out from under the concrete slab, which is now self-supporting. Under this slab excavation now be carried out in all weathers, day and night if need be, while the outer excavated earth need never be moved, for the earth is always carried up through the central shaft. As the work proceeds the gaps between the piles round the outside of the circle are filled in with concrete to form the outside walls. When the lowest floor has been completed the piles in the central part of the shelter are surrounded with an additional thickness of reinforced concrete sufficient to carry the weight of the heavy detonating slab and also to resist the shock of bombs falling upon it.

THE WORLD OF SCIENCE.

CONCERNING "SUCKER-FISHES."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THOSE who write our text-books on zoology—and they are indispensable books—of necessity have to confine themselves to the enumeration and description of species. And, in so doing, must limit themselves to such external and internal features as will "ear-mark," so to speak, any given animal among a number of closely similar species. The differences may be very slight, but they are there. The performance of this task is no easy one, and it forbids any reference to, or discussion of, the why and the wherefore of these differences. These have to be left to the "biologist," for they concern the responses made by the living body of the species in question to the reciprocity of its tissues to the stimuli set up in its efforts to find its food, which sometimes is sought in most unlikely places and entails special efforts to obtain it.

A good illustration of what I am driving at is furnished by certain small fishes which have come to seek their food in mountain torrents, or amid rocky ledges on the sea-shore which are continually exposed to the pounding of the sea. The hill-stream fishes of the Khasi Hills, in India, and of the Andes, show many most interesting adjustments of the body to the terrific force of such streams. In the Khasi Hills, with a rainfall of over 450 inches, so great is the rush of water at times that huge blocks of rock, four feet across, are rolled along as easily as pebbles, while in the creeks and rivers of the Andes, where five inches of rain may descend within a few hours, floods of immense volume are often produced.

Some of the Asiatic cat-fishes (*Glyptosternum* and *Pseudecheneis*) show us the beginnings of the responses of the body to life under such conditions. For herein the skin of the belly is puckered up to form grooves and ridges, most prominent on the under-side of the breast fins and the ventral fins, serving, as Mr. Norman, of the British Museum of Natural History, has suggested, to prevent the body from slipping from its resting-place. For all these fishes are of sluggish habits, sheltering in holes and crevices, or under ledges of rock, rarely, if ever venturing into open water. In some of the Cyprinid fishes the skin of the lower surface of some of the outer rays of the breast-fins, and the pair behind them, is much thickened, enabling the fish to cling to the surface of a rock; a fore-shadowing, so to speak, of an even more efficient "holdfast," in which an adhesive disc, working on

the vacuum principle, came into being. In some this is formed by the mouth, the surrounding border being formed by the lips. In our loaches and the Bornean sucker-fish (*Gastromyzon*), for example, it is the mouth which forms the disc, while in some of the Asiatic cat-fishes (*Glyptosternum*) the enlargement of the lips is still more pronounced and provided

the throat-teeth common in its tribe have vanished from lack of use. The lips have come to form a funnel-like sucker serving not only to scoop up the mud, but also to enable the fish to cling to stones and other anchorages.

But among the most perfect types of suckers are those developed by some of our native marine fishes, as, for example, in the cling-fish (*Lepadogaster*), the lump-sucker (*Cyclopterus*), and the black-goby (*Gobius niger*). These have a large circular sucker on the belly, formed by the transformation of the pelvic fins. The cling-fish and the goby (Fig. 1) live between tide-marks amid stones and shells, or under ledges and crannies in the rocks; and hence are able to withstand the ceaseless wash of the waves breaking against the cliff-face. But they can release their hold at will and make short sallies in search of food. And the same is true of the lump-sucker (Fig. 3), one of the giants among sucker-fishes, attaining a length of as much as two feet and a weight of thirteen pounds. But there is one aspect of the life-history of these torrent-dwellers about which, so far, I have been unable to gather any information, and this concerns the reproductive period. Pairing probably takes place in some hole or crevice in the rock-face to which they are clinging, and here, probably, the eggs are laid and hatched. But what of the larval stage, or "fry"? Are they furnished with suckers, and thus escape being swept away by the current?

Finally, something must be said of the famous remora (*Echeneis*), which

has excited man's interest from the days of Ancient Greece. Around it, in the course of the ages, many fables have been woven, describing its prowess in holding up ships in mid-ocean! Its generic name, indeed, "*Echeneis*," means "one that holds up a ship." This sucker (Fig. 2), unlike all the others here referred to, is seated on the back of the head, and is rather a complicated structure, oval in form and made up of a row of transverse ridges within a raised border. The number of these ridges ranges in the different species from nine to thirty-six. The study of larvæ has shown that it has been built up of the bony rays of what was, originally, a dorsal fin. The process is somewhat complicated. Suffice it to say that these rays split lengthwise,

and each half is drawn over to the right and left side of the body, the skin-covering contributing to the adhesive power of the disc thus formed. This strange process seems to have begun when the originally complete fin could be drawn down into a groove along the back. When the habit started of attending large fishes by swimming under and just touching their bellies for the sake of food they might drop, the constant friction, started in the rays level with the edges of the groove, brought about their splitting, and the formation of the sucker began.



1. CLINGING TO A ROCK BY ITS SUCKER AND THUS PREVENTING ITSELF FROM BEING WASHED AWAY BY THE CURRENT: A ROCK-GOBY (*Gobius paginellus*), IN WHICH THE SUCKER IS FORMED BY THE FUSION OF THE PELVIC FIN.

Photograph by D. P. Wilson, Marine Biological Laboratory, Plymouth.



2. HAVING A SUCKER OF A RATHER COMPLICATED STRUCTURE ON THE BACK OF THE HEAD: THE REMORA, WHICH ATTACHES ITSELF TO LARGE FISHES FOR THE SAKE OF SCRAPS OF FOOD THEY MAY DROP WHEN FEEDING.

The remora is used by natives for catching turtles off the East Coast of Africa. The method is simple, for a cord is tied round the remora's tail, and it is liberated near the turtle, to which it immediately fastens itself. When firmly attached it will withstand a pull of 40 lb.

with folds and ridges, or papillæ, to form a broad sucking-disc. In some of the loricariæ, or mailed-fishes, of the Andes a similar sucker is found, and this is supplemented by the under-surface of the hind-most pair of fins, known as the ventral, or pelvic, fins, which also serve for locomotion, since, by means of the alternate action of the mouth, and these fins, the fish is able to creep forward even against a rapid current. It can thus ascend the vertical walls of "pot-holes" in the bed of the stream.

Many of these fishes would be quite unable to venture into open water owing to the terrific force of the current. But they have become adjusted to a vegetable diet, stripping the slime or weeds from the surfaces of rocks or stones; and these have the mouth on the under-surface of the head. Some have jaws encased in a horny sheath; in others they are armed with broad bands or patches of minute teeth serving as miniature rasps. And there is another and even more remarkable species, one of the carp tribe (*Gyrinocheilus*) of the mountain streams of the Malay Peninsula, which has adjusted itself to a diet of mud, from which its digestive organs extract the animal and vegetable matter composing it. As a consequence,



3. FORMED BY THE PELVIC FIN WHICH, AS IN THE GOBIES AND MANY OTHER FISHES, HAVE SHIFTED FORWARD TO UNDERLIE THE HEAD: THE SUCKER OF THE "LUMP-SUCKER," THE LARGEST OF ALL SUCH FISHES.

NEW YORK, GIGANTIC EVEN IN MINIATURE : AN ENORMOUS DIORAMA IN THE WORLD'S FAIR.



THE WORLD'S LARGEST SCALE MODEL FOR THE NEW YORK WORLD'S FAIR :
"THE CITY OF LIGHT," WITH AN ARTIST PUTTING IN FINISHING TOUCHES.



WITH SKYSCRAPERS TWICE THE SIZE OF A MAN: ANOTHER SECTION OF THE
MODEL OF NEW YORK.

AMONG the wonderful exhibits now in preparation for the opening of the New York World's Fair on April 30 is a scale model of the "City of Light"—claimed to be the largest diorama ever made. It is as long as a row of houses; exceeds the height of a three-story building, and embodies more than 4000 model buildings, studded with 130,000 windows. Coloured and illuminated throughout, it is a model of the New York metropolitan area. Below the street-level will run a complete model "subway" with miniature rolling-stock. In our issue of January 21 were reproductions of some of the "World's Fair" mural paintings.



THE "MIDTOWN MANHATTAN" SECTION OF THE DIORAMA—DOMINATED BY THE MODEL
OF THE EMPIRE STATE BUILDING, THE HIGHEST BUILDING IN THE WORLD (1,248 FT.).



THE SKYSCRAPERS OF THE FINANCIAL DISTRICT TOWERING ABOVE OLD TRINITY CHURCH—
THE TALLEST BEING THE CITICORP BUILDING.

CHINESE TROOPS PRACTISE DISPERSAL AND A SUCCESSFUL MANŒUVRE WHICH BRINGS THE ATTACKING

THE Japanese Air Force, which is vastly superior to that of the Chinese, has recently been very active in Central and Southern China. In a series of raids which began on February 4 and continued for seventy-two hours, the Japanese bombers practically destroyed the town of Iahai, in Kwangsi, and killed hundreds among the civilian population. The temporary capital of Kwangtung, Linhsien, was also raided, besides many other towns, and the total death-roll was estimated to be between 2000 and 5000 persons. This superiority in aircraft has hampered the Chinese troops, who have been constantly attacked from the air when moving up to the front line.

(Contd. on right.)

(LEFT) SHOWING A MACHINE-GUN WITH ITS CREW CAMOUFLAGED WITH NETTING. CHINESE TROOPS TAKING COVER FROM APPROACHING JAPANESE AIRCRAFT.



PREPARED TO DRIVE OFF LOW-FLYING JAPANESE AEROPLANES INTENT ON "GROUND-STRAYING" CONCEALED TROOPS: A CHINESE MACHINE-GUNNER WITH HIS WEAPON ON AN ANTI-AIRCRAFT MOUNTING.

CAMOUFLAGE AS AIR RAID PRECAUTIONS: JAPANESE AIRCRAFT WITHIN RANGE OF LIGHT MACHINE-GUNS.



WITH AN OPEN TURRET WHICH ENABLES THE GUNS TO BE ELEVATED SUFFICIENTLY TO FIRE ON LOW-FLYING AIRCRAFT: A CHINESE ARMoured CAR MOVING UP TO THE FRONT.

(Continued.) and they suffered many casualties until they discovered a means of protecting themselves. The Chinese troops are now trained for this aspect of warfare, and, on hearing a bugle warning, disperse into the fields on either side of the road, and take cover. They all carry netting which is used as a basis for camouflage—consisting of grass, twigs and straw—and when the Japanese aeroplanes swoop down low enough to pick them out, their light automatic weapons and machine-guns open fire; in many cases with complete success.

(RIGHT) A LIGHT AUTOMATIC GUN IN USE AS AN ANTI-AIRCRAFT WEAPON: CHINESE SOLDIERS TAKING UP DEFENSIVE POSITIONS AGAINST AIR ATTACK.



CAMOUFLAGED WITH NETTING, GRASS, TWIGS AND STRAW TO AVOID DETECTION FROM THE AIR: A CHINESE INFANTRY COLUMN ON THE MARCH.



READY TO OPEN FIRE AS JAPANESE AEROPLANES SWOOP DOWN TO LOCATE THE CONCEALED TROOPS: A CAMOUFLAGED CHINESE MACHINE-GUN POST.

A STATELY PLEASURE-DOME.

"HISTORY OF THE ROYAL PAVILION BRIGHTON": By HENRY D. ROBERTS.*

An Appreciation by SIR JOHN SQUIRE.

sort of thing that was done at the time by that sort of man.

"There seems to be little doubt but that the introduction of *chinoiserie* here was due to one of those events, unimportant in themselves, from which far-reaching consequences ensued. The Prince was presented with some pieces of Chinese wall-paper, and was at a loss to know what to do with them. His acting superintendent of works, Robinson, made a suggestion, and the Chinese interior of the Pavilion was the result. Here is what Brayley, elsewhere occasionally inaccurate, but possibly now correct, has to say on the matter: 'In 1802 several pieces of a very beautiful Chinese paper were presented to

A space was inclosed within it measuring twelve feet by eight, the sides and upper parts of which were entirely formed of stained glass, of an oriental character, and exhibiting the peculiar insects, fruits, flowers, etc., of China. It was illuminated from without; and through it, as through an immense Chinese lantern, the communication was carried on; its effect is stated to have been extremely beautiful."

George IV. was luckless in his upbringing. Mr. Roberts quotes a story about his bathing at Brighton (and Fanny Burney records his father bathing at Weymouth with the band playing "God Save the King"): "One day, when the Prince of Wales was bathing, he ventured out farther than

old Smoaker considered prudent. In vain Smoaker called, 'Mr. Prince, Mr. Prince, come back,' his holloas only causing His Royal Highness to dash out further. As the only means to exact obedience, in rushed the old man, swam up to the Prince, and seizing him by the ear, lugged him, *nolens volens*, to the shore. When his young aquatic student remonstrated upon receiving such treatment, Old Smoaker rolled out a round oath or two, adding, 'I ar'nt agoen' to let the King hang me for letten the Prince of Wales drown himself, not I, to

please nobody, I can tell 'ee."

There are many pretty pictures in this book. There is one of the Prince Regent entering a bathing-machine at Brighton, with the population lifting their hats. There are maps of old Brighton; there are pictures and designs of the Pavilion as dreamt of and built; there are photographs of chairs, tables, and sideboards. The whole history of Brighton is in the book, and many agreeable sidelights on George IV., who broke out as a Stuart in the wrong time. But I think that to many people the most gratifying part of the book will be that which is called "Note of Appreciation." Part of it runs thus: "On the occasion of her first visit to the Pavilion after the War (April 27, 1927), Queen Mary was pleased to suggest to the author that he might possibly find time to write the history of the building. Later in the year, and again more recently, Her Majesty showed him over the apartments at Buckingham Palace, where so much of the original furniture and decoration of the Pavilion is now to be found. . . . In addition, Queen Mary has been pleased to revise the proofs of this book."

I suppose that most readers won't know—the whole world

not yet having become authors, although we are progressing in that direction—what a tiresome and humdrum job correcting proofs is. Mr. Roberts is an extremely fortunate man. His proofs have been corrected, and his Pavilion largely re-installed, by the exact and fastidious widow of one who was the best-beloved of England's Kings. And it is pleasant to think that she has a soft corner in her heart for one who we always think of as the Prince Regent, even though he reigned as King. He was wayward, and the light beat fierce upon him; but he married Mrs. Fitzherbert, was entranced by Jane Austen, and built the Brighton Pavilion. More respectable people have done very much less.



THE PRINCE REGENT ENTERING A BATHING-MACHINE AT BRIGHTON IN 1818: A DRAWING BY AN UNKNOWN ARTIST, IN THE POSSESSION OF THE CORPORATION OF BRIGHTON, SHOWING H.R.H. LOYALLY ACCLAIMED UPON THE BEACH.

Reproductions from "History of the Royal Pavilion Brighton"; by Courtesy of the Publishers, Messrs. Country Life.



THE KITCHEN OF THE BRIGHTON PAVILION: NASH'S "ILLUSTRATION," SHOWING HOW EVEN HERE THE ORIENTAL ATMOSPHERE WAS PRESERVED BY PILLARS TERMINATING IN PALM-LEAVES.

The original brass strips, numbered for the various kitchen utensils, are still to be seen above the dressers, and the clock on the East wall of the kitchen is still that which was originally in the same position.

the Prince, who for a time was undecided in what way to make use of them. As the Eating-Room and the Library, which were between the Saloon and the new Northern Wing were no longer required for their original purposes, Mr. Robinson, on being consulted, advised the Prince to have the partition removed and the interior formed into a Chinese Gallery. This was immediately agreed to; the walls were hung with the paper described, and the other parts of the Gallery were painted and decorated in a corresponding style. About the same time, the passage-room between what was called the Small Drawing-Room and the new Conservatory, or Music Room, at the South end of the Pavilion, was constructed in a singular manner.

"DROPS from the skies the vindicated drone" is, I think, the line that Miss V. Sackville-West wrote about the nuptials of bees. For a century the Pavilion at Brighton was sneered at for being the most wanton and tasteless extravagance of the most absurd and prodigal of our Princes of Wales and Kings, and now the thing has gone suddenly respectable, a revered memorial.

"This book," says the author, in his preface to a really superb compilation, "has been written at the request of the Corporation of Brighton, who have adopted it as the official history of the Royal Pavilion and the surrounding estate.

"In the task now completed, it has been necessary to bear in mind two possible classes of readers: those who are more concerned with the local side of the history of the Pavilion, and to whom no details are valueless; and the general reader, who looks upon the Pavilion as a former Royal Palace, and whose interest does not extend beyond the time when Queen Victoria ceased to use it as a residence.

"Present-day visitors can form but little idea of the interior magnificence of the Pavilion as it was in the days of its Royal occupation, denuded as it now is of most of the furniture specially designed and made for it, of the china and clocks bought for it, and of the gorgeous decorations with which the various rooms were covered. Reproductions of most of Nash's illustrations of these rooms have been embodied in this work in order, as far as possible, to recall their original appearance."

Somebody—as it might be Mr. Goodhart-Rendel or Mr. John Betjeman—once said about a Gothic building of 1840 that it was "period-period." Imitate the past though we may, even the imitations bear our own stamp; the *chinoiserie* of one century is different from that of another. We cannot to-day, in an age full of reading and reproductions, build our houses naturally, as did our happy ancestors, picking up a wrinkle or two from their retired grandfathers. But for all our book-learning, Nature, expelled with a pitchfork, insists on returning; and an imitation Oriental thing, whether in building, furniture or china, always pathetically bears the stamp of its age.

If it weren't now old, and historically valid, I must admit that I should say that the Brighton Pavilion was to me, personally, an even worse horror than the Nabob's Palace, with its domes, at Sezincourt in Oxfordshire. There is a great gate, with a fretted, pointed archway, which looks as though it were leading into Agra or Allahabad; there is a square, castellated tower, crowned by onion-cupolas, which might have come from anywhere between Moscow and the Taj-Mahal. Two of Mr. Roberts's chapters are headed "Why a Chinese Interior?" and "Why an Indian Exterior?" Why, indeed? echo might answer. But it was the

* "History of the Royal Pavilion, Brighton. With an Account of Its Original Furniture and Decoration." By Henry D. Roberts. With 117 Illustrations. (Country Life; 21s.)

GEORGE IV.'S PAVILION AT BRIGHTON—YESTERDAY AND TO-DAY.

REPRODUCTIONS FROM "HISTORY OF THE ROYAL PAVILION, BRIGHTON"; BY COURTESY OF THE PUBLISHERS, MESSRS. COUNTRY LIFE.



THE ROYAL PAVILION AT BRIGHTON IN ITS ORIGINAL FORM: THE EAST FRONT OF THE CHARMING HOUSE DESIGNED BY HOLLAND; OF WHICH THE PRINCE TOOK POSSESSION IN 1787. (BY MIDDLETON, AFTER HOLLAND, 1788.)



THE ROYAL PAVILION, BRIGHTON, AS IT IS TO-DAY: THE EAST FRONT, SHOWING THE EFFECT OF NASH'S RECONSTRUCTION OF THE EXTERIOR IN THE "HINDU STYLE."



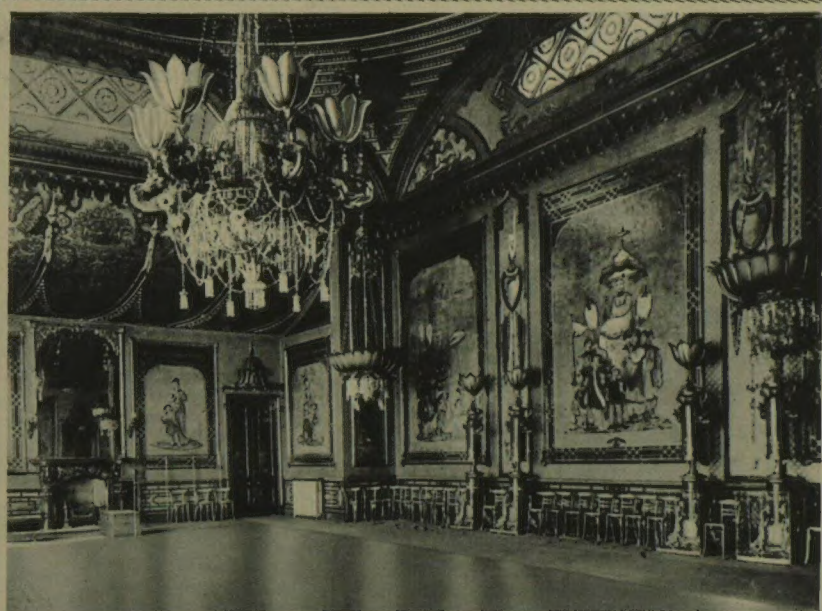
THE ROYAL STABLES IN THEIR ORIGINAL STATE: THE INTERIOR OF THE HUGE "DOME," WHOSE EXTERIOR APPEARANCE LED TO THE HINDU STYLE BEING ADOPTED FOR THE PAVILION, SINCE IT WOULD NOT HARMONISE WITH EITHER GREEK OR GOTHIC.



THE ROYAL STABLES, NOW CONVERTED INTO A CONCERT HALL: A PHOTOGRAPH TAKEN AFTER THE RECENT RECONSTRUCTION, SHOWING THE NEW INNER ROOF AND THE TEMPORARY FLOOR.



THE BANQUETING-ROOM IN GEORGE IV.'S DAY: A GRANDIOSE EXAMPLE OF THE CHINESE STYLE OF THE INTERIOR OF THE PAVILION; THIS ONE APARTMENT COSTING OVER £41,000 TO DECORATE AND FURNISH.



THE BANQUETING-ROOM AS IT IS TO-DAY: A PHOTOGRAPH SHOWING THE ELABORATE NATURE OF THE CHINESE DECORATIONS AND ADORNMENTS, STILL LARGELY INTACT.

The Brighton Pavilion might be called George IV.'s "Folly." Its magnificence elicited much stricture from contemporary worthies; and Byron rhymed "Shut up—no, not the King but the pavilion, or else 'twill cost us all another million." Nowadays the pavilion, full of romantic associations, has been adapted to thoroughly praiseworthy ends. The first pavilion was the work of Henry Holland, the architect who had charge of the restoration of Carlton House. The Prince took possession of the new house in July 1787, and was delighted with it. The Royal Stables were practically completed by the end of 1805. They were modelled upon the Halle au Blé in Paris, their dominating feature being the central Dome or Cupola. The Indian style of the final exterior is derived from the designs of Humphry Repton (1752-1818). Taking into consideration the huge dome of the stables which

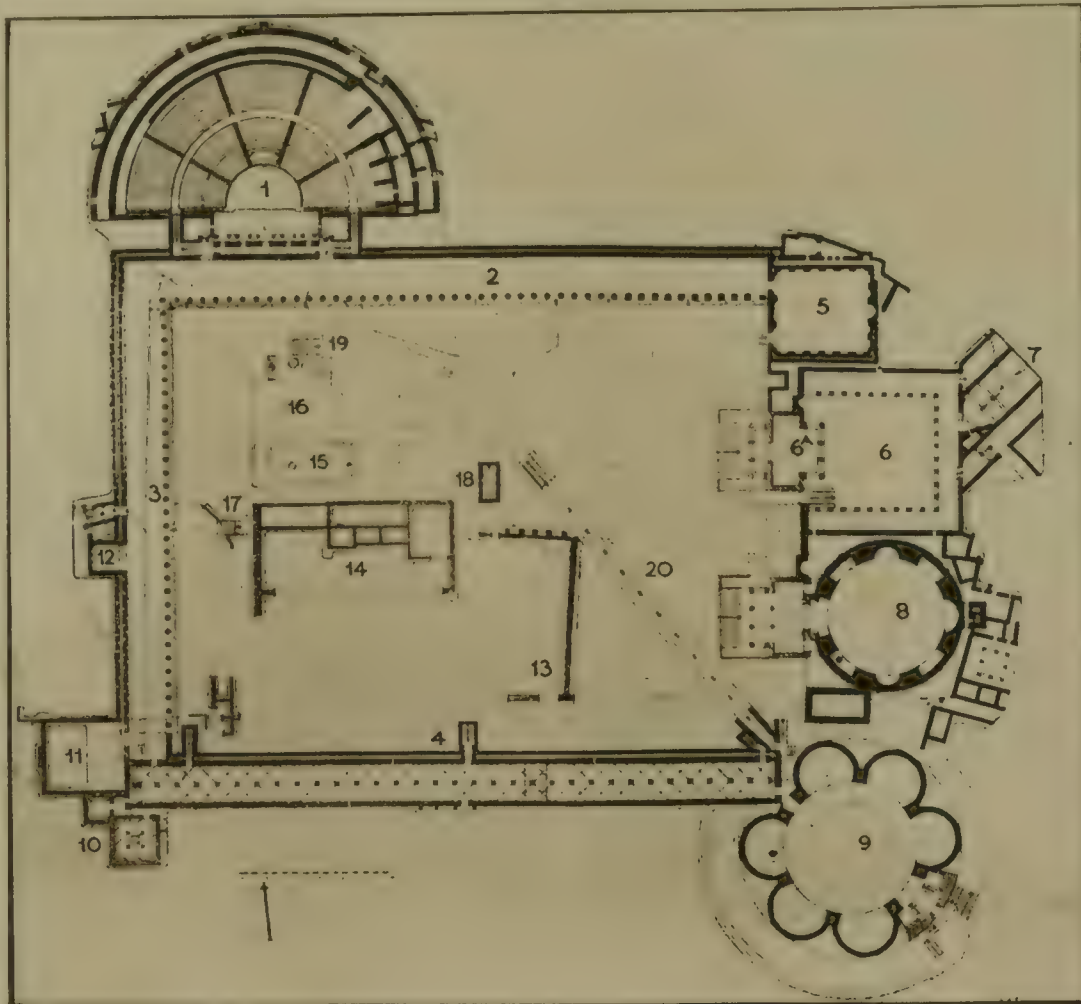
already rose in the grounds of the pavilion in 1805, Repton wrote: "Although the outline of the Dome resembles rather a Turkish Mosque than the buildings of Hindustan, yet its general character is distinct from either Grecian or Gothic, and must both please and surprise everyone who is not bigotted to the forms of either," and so "I could not hesitate in agreeing that neither the Grecian nor the Gothic style could be made to assimilate with what had so much the character of an Eastern building. . . . If any known style were to be adopted, no alternative remained but to combine from the Architecture of Hindustan such forms as might be applicable to the purpose." Mr. H. D. Roberts finds that between 1815-20 the great sum of £148,722 16s. 9½d. was expended upon the structure of the pavilion, Nash exceeding his estimates by £11,209 0s. 0½d.

A COMBINED LOURDES-CARLSBAD OF ANTIQUITY:

NEW REVELATIONS IN THE GREAT TEMPLE OF ASKLEPIOS (ÆSCULAPIUS) AT PERGAMON, WHERE REMARKABLY "MODERN" METHODS OF TREATMENT WERE PRACTISED.

By SVEN LARSEN, Professor at Robert College, Istanbul. With Photographs by N. Artamonoff.
(See Illustrations on the next two pages.)

In our number for Jan. 13, 1934, we published Professor Larsen's previous article on the Asklepieion at Pergamon. It aroused great interest in the medical world, and he tells us that since it appeared he has repeatedly received letters from British universities and hospitals asking for illustrations of the subject. In the following article he describes subsequent discoveries made by the German archaeologists working on the site. As the author several times refers to his former article (of 1934) for explanation of incidental points, and as that article may not be readily available to all our readers, it may be well to quote certain passages from it, here and in the footnote on the opposite page. "The ancient Greek world," wrote Professor Larsen, "had three famous health-resorts: Epidaurus, Cos, and Pergamon, where Asklepios, the god of healing, was worshipped. Priests and physicians, working together, attended to the patients and performed cures, principally by means of fresh air, sun, water and physical exercise. Some years ago a generous gift of money was made by an American for excavating the Asklepieion at Pergamon. . . . This sanctuary was founded in the fourth century B.C., then devastated by Prusias, King of Bithynia, rebuilt, and later on enlarged by the Romans. Ælius Aristides, a Pergamene writer of the second century A.D., has given us a minute description of his experiences in the Asklepieion. . . . According to this report, few or no medicines were used. Drinking cures were prescribed instead, and besides gymnastics of different kinds (running, riding, hunting), music and theatrical performances kept the patients from feeling gloomy, and even hypnotism was tried in some cases. 'There is nothing new under the sun,' one of the excavators remarked while showing us round the sacred precincts."



A FAMOUS GRÆCO-ROMAN "SPA" WHOSE WATERS HAVE NOW BEEN PRONOUNCED RADIO-ACTIVE: THE ASKLEPIEION (TEMPLE OF ASKLEPIOS AND ASSOCIATED BUILDINGS) AT PERGAMON, WHERE THE CURE INCLUDED SUN-BATHING, MUD-BATHS, AND RECREATIVE AMENITIES SUCH AS A THEATRE (TOP LEFT): THE GROUND PLAN, WITH SCALE IN METRES (LOWER LEFT) TO INDICATE ITS EXTENT.

The numbers on the plan (omitting some sections unspecified) indicate: (1) Theatre; (2, 3, and 4) Colonnades (there was no colonnade on the eastern side); (5) Library; (6 and 6a) Forecourt and propylæum; (7) Beginning of the sacred road leading to the town; (8) Temple of Asklepios (150 A.D.); (9) Temple of healing; (10) Sanitary quarters; (13) Course of walls of Hellenistic sanctuary (400 B.C.); (14) Foundation-walls of dormitories (400 B.C.); (15) Foundations of older Temple of Asklepios; (18) The sacred spring that supplied the whole sanctuary with water; (19) Bathing-pool; (20) Tunnel. The thin lines on the plan indicate various water-conduits.

From a Drawing by K. O. Dalman and H. Hanson. By Permission of the Director of the German School of Archaeology at Istanbul.

The sanctuary at Pergamon was founded in the fourth century B.C. Pausanias tells us that a certain Archias had sprained his foot while hunting. He went to Epidaurus, was cured, and then introduced the cult of Æsculapius in Pergamon. In 156 B.C., King Prusias II. of

Bithynia, while at war with Eumenes II., besieged the town, destroyed the sacred precincts, and stole the famous statue of Æsculapius by Phylomachos. A new one erected later in the temple of the healing-god never filled the void occasioned by the loss of the original statue. In spite of the fact that the Asklepieion had the "right of sanctuary," it became—in 88 B.C.—the scene of a terrible massacre, ordered by Mithradates VI. The chronicler says: "The Pergamene shot all the Romans who had

his sufferings. At the end of the third century a violent earthquake destroyed the sanctuary. Despite this catastrophe, it continued to attract people. The ruins of the temple contained a church; the sacred fountain became an "Ayasma" (holy well) for Christian worshippers; and the tunnel leading from the healing-temple to the fountain was made into a reservoir. When the excavators set to work ten years ago, all that was left of the once famous health-resort was part of the outside walls of one temple, standing in a corn-field. For centuries lime-burners had been using its precious materials for their kilns. Fortunately, some of them lay deeply buried in the ground.

We owe a debt of gratitude to Ælius Aristides (117-185 A.D.) for a minute description of the Asklepieion, with its priests and physicians, and the cures prescribed to the sick (see our issue of Jan. 13, 1934, page 54). It is interesting also to hear what the famous Galen, a contemporary physician of the sanctuary (born at Pergamon in 130 A.D.), wrote once about his clients: "We see again and again people who wish to be healed follow the advice of the god, even if he forbids them to drink water for two weeks. The patients would certainly not carry out such strict orders, if given by one of us." When we read about the frequent mud-baths which Ælius Aristides had to take "while the north wind blew, and the cold was piercing my ribs like a projectile," then we can understand the above-mentioned remark of Galen, who evidently knew the mentality of his clients only too well. Not every patient, though, submitted to the cures without criticising the methods of the god, and one of those who made complaints was the famous orator Polemon (a contemporary of the Emperor Hadrian), who wanted to be cured of rheumatism.

The Asklepieion lay outside Pergamon among hills. A sacred way, a mile and a half long, and roofed with arcades, connected it with the city. The entrance was from the east through a pillared forecourt and a propylæum. Here, on the east side of the rectangular enclosure, stood the principal buildings, the library and the two temples, leaving no space for the marble colonnades, which surrounded the sacred precincts on three sides (see the plan reproduced on this page). Close by, and dazzling in its cool magnificence, stood a beautifully constructed theatre seating 3500 persons.

South of the theatre the excavations brought to light a system of walls and foundations within the enclosure. These belonged to the Hellenistic period of the Asklepieion, and included three temples and a building with rooms where the patients of antiquity slept and had their dreams. In the neighbourhood of these buildings three fountains were discovered; one containing the sacred spring, and two bathing-fountains. It was probably here that Ælius Aristides had



THE SITE OF THE ASKLEPIEION AS IT IS TO-DAY AFTER THE LATEST EXCAVATIONS: A PANORAMIC VIEW OF THE NORTH-WESTERN SECTION OF THE ENCLOSURE, SHOWING THE OLDEST (HELLENISTIC) PART OF THE ESTABLISHMENT.

In the centre is one of the two bathing-pools. At the back of it are traces of walls and foundations of the Hellenistic sanctuary, dating from the fourth century B.C.

(near Smyrna), while the excavated area with temples, colonnades and theatre serves to convey a vivid picture of the Pergamon sanctuary as it looked in 150 A.D. Asklepios (later known to the Romans as Æsculapius) was one of the "youngest" Greek gods. The worship of this deity began in Epidaurus, but it was not before the fifth century B.C. that his renown as the god of healing became widespread. We know for certain that about two hundred temples of Asklepios existed in the ancient world! And he resisted Christianity longer than any of the other Olympian gods.

fled into the sacred enclosure; they killed even those who were clinging to the statues of the gods!" After the Roman civil wars the Asklepieion lost its importance, and for a period of 150 years remained almost forgotten. Under Antoninus Pius (138-161 A.D.) it was rebuilt and enlarged, and during the second century it flourished as never before, enjoying the favour of Roman emperors and consuls. In one of the inscriptions found here, Marcus Aurelius thanks the healing-god for having been cured of spitting blood and of giddiness. Also, Caracalla (197-211 A.D.) visited Pergamon, hoping to be relieved from

to cover himself with mud. The sacred spring provided the whole of the sanctuary with water, which since has proved to be radio-active. In Roman times a water-conduit passed through the tunnel leading into the healing-temple, where the water circled under the basement to be near those who were undergoing the cure.

The sanitary quarters were confined to the south-western corner of the establishment, and could be reached from the colonnade. The two enclosed spaces, to which air was admitted from above, were provided with marble seats. An ample system of drainage-pipes, still in situ,

(Continued on page 266.)

AN ANCIENT "SPA" RUN ON MODERN LINES: THE ASKLEPIEION, WITH THEATRE AND RADIO-ACTIVE BATHS.



PART OF THE ASKLEPIEION'S DRAINAGE SYSTEM:
A CLAY CONDUIT AT THE BACK OF THE THEATRE
TO CARRY OFF RAIN-WATER AND PREVENT FLOODS.



WHERE PATIENTS "TAKING THE CURE" WERE PROVIDED WITH MENTAL RECREATION TO REINFORCE
PHYSICAL TREATMENT: THE THEATRE—ONE OF THE FINEST EVER EXCAVATED—CONNECTED WITH THE
ASKLEPIEION; SHOWING PART OF THE MARBLE STAGE-HOUSE (LEFT), ORCHESTRA, AND AUDITORIUM,
WHICH SEATED 3500 SPECTATORS.



SCULPTURAL DECORATION ON THE THEATRE GANGWAYS:
TWO OF THE WHITE MARBLE BENCH-ENDS, CARVED
WITH REPRESENTATIONS OF LION-CLAWS.



WHERE THE SANITARY ARRANGEMENTS WERE SUMPTUOUSLY
HOUSED: REMAINS OF TWO TOILET ROOMS, WITH FRAGMENTS
OF MARBLE COLUMNS THAT SUPPORTED THEM.



THE ROMAN REBUILDING OF THE ASKLEPIEION: FOUNDATIONS
OF THE TEMPLE OF 150 A.D., SHOWING (IN CENTRE) THE
POSITION OF THE HEALING-GOD'S STATUE.



WHERE PATIENTS TOOK THE WATERS EXTERNALLY: THE PRINCIPAL BATHING-
POOL AT THE ASKLEPIEION, SHOWING SECTIONS OF ITS MARBLE LINING STILL
IN POSITION.



STILL IN PERFECT PRESERVATION AFTER NEARLY 2000 YEARS: A SECTION
OF A CLAY DRAIN-PIPE APPARENTLY BEARING PART OF ITS ORIGINAL
MAKER'S MARKS (A GREEK WORD MEANING "OF THE TEMPLE").

In his previous article on Pergamon, in our issue of January 13, 1934, Professor Sven Larsen said: "The theatre, to which Aelius Aristides refers in his account, stands in the north-west corner of the sanctuary, and is one of the most beautiful specimens of its kind ever excavated. It could seat 3500 persons and is in an almost perfect state of preservation. Even parts of the stage-house stand intact. The latter was built of coloured marble and was decorated with statues. The

benches and seats for the audience are cut out of white marble and their feet, delicately carved, represent lions' claws. The Asklepieion had an excellent system of canalisation. In order to avoid its being flooded by heavy rain, round the back walls of the theatre were carved out of the rocks spacious cavities, in which the water rushing down from the hills collected. Thence it was carried away by an elaborate system of clay drain-pipes."

A HEALTH-RESORT OF ANTIQUITY PATRONISED BY ROMAN EMPERORS.

PHOTOGRAPHS BY N. ARTAMONOFF. (SEE ARTICLE ON PAGE 246.)



WHERE PATIENTS SLEPT ON THE HIDE OF A SHEEP OR GOAT SACRIFICED TO ASKLEPIOS AND "DREAMED DREAMS"—AFTERWARDS INTERPRETED BY PRIEST AND DOCTOR: THE HEALING TEMPLE BASEMENT WITH TUNNEL ENTRANCE.



TRAVERSED BY ALL PATIENTS AFTER THEY HAD TAKEN THE WATERS: AN UNDERGROUND TUNNEL FROM THE SACRED SPRING TO THE TEMPLE OF HEALING, SHOWING ROOF HOLES MADE WHEN IT WAS A RESERVOIR.



FREQUENTED BY ROMAN EMPERORS AND THOUSANDS OF OTHER PATIENTS IN THE SECOND CENTURY A.D.: THE TEMPLE OF HEALING AT THE ASKLEPIEION—REMAINS OF AN IMPOSING ARCH AND MASSIVE MASONRY IN THE UPPER STOREY.



ORIGINALLY PART OF THE FIRST TEMPLE OF ASKLEPIOS: COLUMNS (FORMERLY UNDERGROUND) OF THE CELLAR OF THE SOUTHERN COLONNADE OF THE ASKLEPIEION AT PERGAMON.

Regarding the lower left-hand photograph above, we may recall that, in our issue of January 13, 1934, Professor Larsen referred to a two-storeyed temple which was "the sanitarium proper of the Asklepieion," and said: "In the dark basement of this temple a door was found which leads into a tunnel. At the time of its discovery it was choked with earth. After having been cleared, this subterranean passage, which is 80 metres long, proved to be of solid construction with a vaulted

ceiling. The walls show traces of marble stucco. The excavators had long been searching for the sacred fountain. In a channel under the pavement of this tunnel they discovered a tiny watercourse, and at its further end there was a spring bubbling out of the earth. The tunnel leads straight to the centre of the enclosure . . . judging from the marshy condition of the ground, Dr. Wiegand had reason to believe this might be the outlet of the sacred fountain. Soon afterwards it was found."

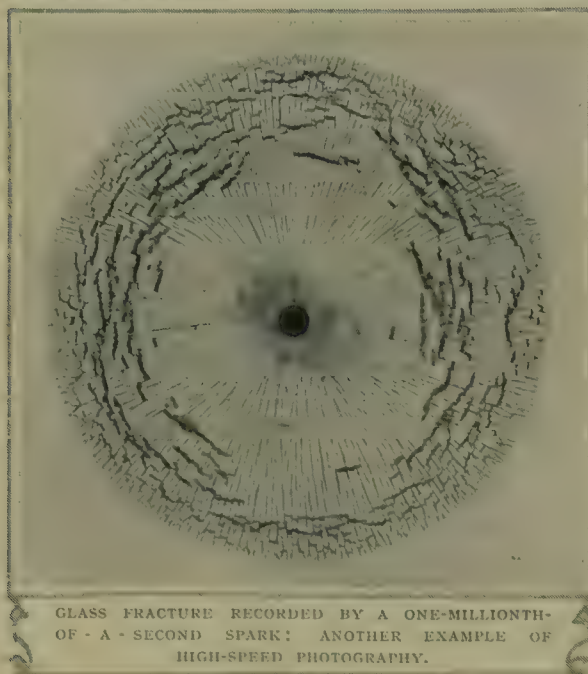
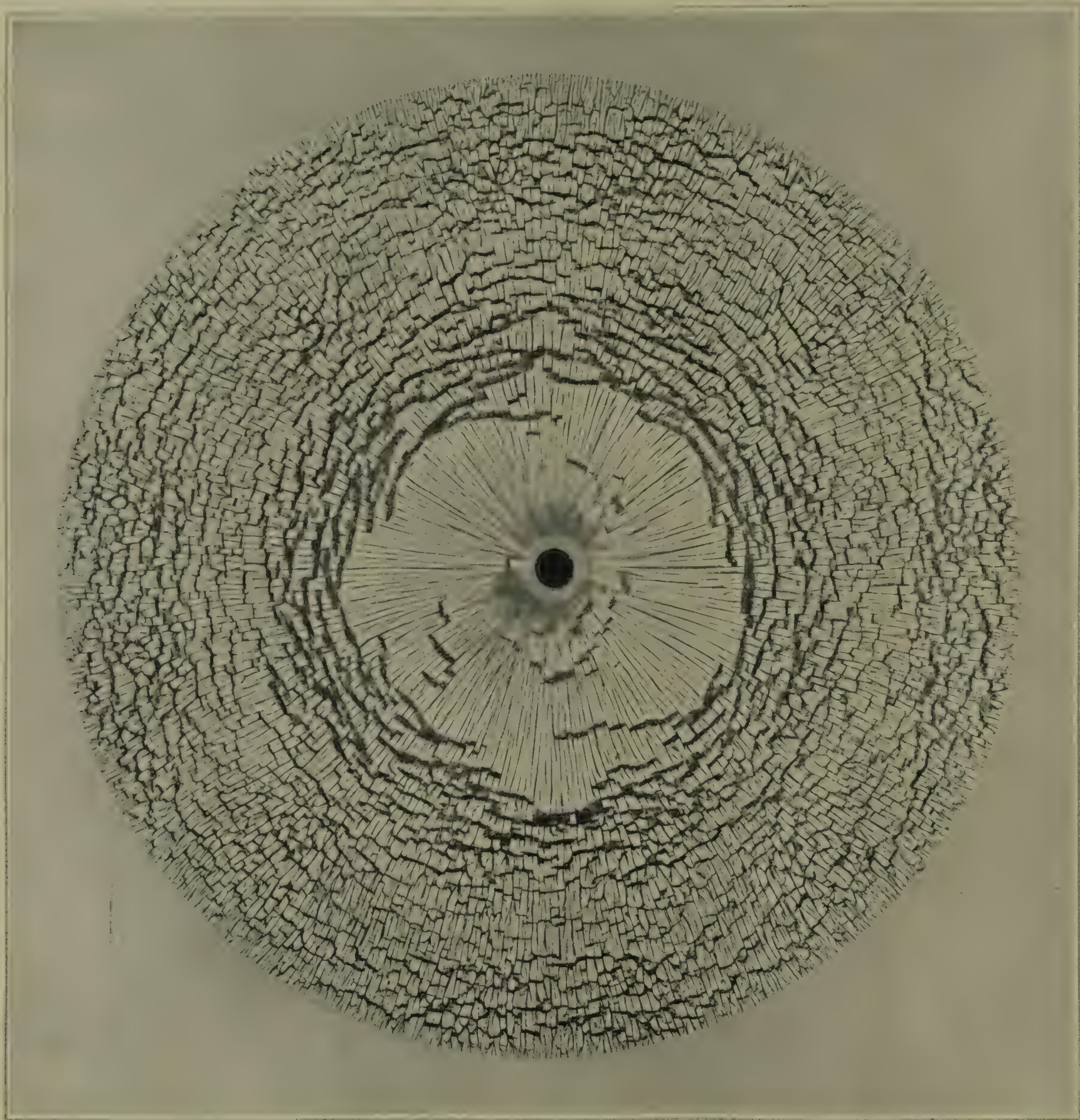


THE MACDONALD CHILDREN, BY SIR HENRY RAEBURN, R.A.

A DELIGHTFUL PICTURE WHICH IS ATTRACTING MUCH ATTENTION
AT THE SCOTTISH ART EXHIBITION: SHOWING RAEBURN RIVALLING
REYNOLDS IN THE TREATMENT OF A GROUP OF CHILDREN.

Among the forty Raeburns included in the Scottish Art Exhibition at Burlington House, the groups of the Macdonald, Drummond and Paterson children have attracted much attention, for in his treatment of these subjects the artist rivals Reynolds, in whose studio he is believed to have worked for a short period. "The Macdonald Children" was painted about 1800 and depicts Reginald George Macdonald of Clanranald and his two younger brothers, Robert and Donald. The eldest (1788-1873), who is on the right, with his arm round his brother Robert, became eighteenth Chief of Clanranald and represented Plympton in Parliament from 1812 to 1824. The picture was included in the exhibition "Peinture Anglaise" in Brussels in 1929 and in the "Exhibition of British Art" at Burlington House in 1934. Raeburn's well-known portrait of "Sir John Sinclair, Bart.," and his portrait of "Mrs. Gregory," both of which are in the Scottish Art Exhibition, were reproduced in colour in our issue of January 28.

HIGH SPEED PHOTOGRAPHY: GLASS PLATE AT THE MOMENT OF FRACTURE.



ILLUMINATED BY A SPARK WITH A DURATION OF ONE-MILLIONTH OF A SECOND: THE DIRECT SILHOUETTE OF A SHEET OF "TEMPERED" GLASS PLATE FRACTURING UNDER THE IMPACT OF A STEEL BALL-BEARING ATTACHED TO A ROD.

OUR readers will remember that on several occasions in the past we have published examples of spark-photography, taken in a hundred-thousandth part of a second, which have shown the distortion of a tennis-ball and a football at the moment of impact; humming-birds, pigeons and bats in flight; a golf ball flattened by the stroke of the club, and other amazing instances of arrested movement. Many of these were taken by Messrs. H. E. Edgerton, K. J. Germeshausen, and H. E. Grier, who have supplied us with the photographs reproduced on this page. They illustrate the fracture of "tempered," or strained, $\frac{1}{8}$ -inch glass plate and are direct silhouettes illuminated by a spark with a duration of 10^{-6} seconds (one-millionth of a second). The fracture is initiated by a blow from a $\frac{3}{8}$ -inch steel ball-bearing attached to a 5-inch length of $\frac{1}{8}$ -inch cold-rolled steel rod. An electrical method is used to introduce an adjustable time-delay so that early or late stages of the cracks can be investigated.



DETAIL OF THE FRACTURED GLASS PLATE SEEN ABOVE; SHOWING THE PATTERN FORMED BY LONGITUDINAL AND TRANSVERSE CRACKS.

GLASS FRACTURE RECORDED BY A ONE-MILLIONTH-OF-A-SECOND SPARK: ANOTHER EXAMPLE OF HIGH-SPEED PHOTOGRAPHY.

PERSONALITIES OF THE WEEK
AND OCCASIONS OF NOTE:

PEOPLE IN THE PUBLIC EYE
AT HOME AND ABROAD.



ADMIRAL THE HON. SIR REGINALD PLUNKETT-ERLE-DRAX.
Appointed to be First and Principal Naval Aide-de-Camp to the King in succession to Admiral Sir Roger Backhouse, to date April 1 this year. Was Director of the Royal Naval Staff College, Greenwich, from 1919 to 1922.



SIR HORACE WILSON.
Appointed to be Permanent Secretary of his Majesty's Treasury and Official Head of his Majesty's Civil Service in succession to Sir Warren Fisher, who is retiring at the end of October next. Was appointed Chief Industrial Adviser to the Government in 1930.



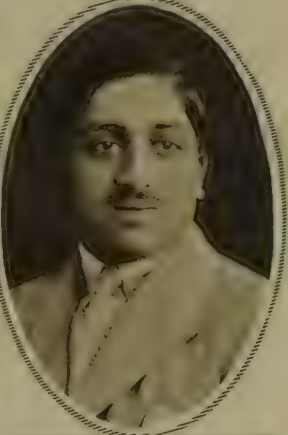
DR. A. W. BARTON.
Elected Archbishop of Dublin in succession to Dr. J. A. F. Gregg on February 7. Was Rector of St. Mark's, Dundela, near Belfast, from 1914 to 1925, and Rector of Bangor from 1925 to 1930. He was consecrated Bishop of Kilmore, Elphin and Ardagh in 1930.



DR. G. B. ALLEN.
Appointed Suffragan Bishop of Dorchester. Had been Assistant Bishop of Oxford since 1936 and was Principal of St. Edmund Hall, Oxford, from 1920 to 1928. An Order in Council was gazetted on Feb. 7 providing that Dorchester be made a suffragan see.



PROF. HENRY BALFOUR.
Curator of the Pitt Rivers Museum at Oxford since 1891. Died on February 9; aged seventy-five. A former president of the Royal Geographical Society and twice President of the Anthropological Section of the British Association.



THE NEW MAHARAJA OF BARODA: MAHARAJA KUMAR PRATAPSIHJI.
Has succeeded his grandfather, who died on February 6 after ruling for nearly sixty-four years, as Maharaja of Baroda. Is aged thirty and was educated in India at the Rajkumar College. He has visited England several times.



AFTER THE OPENING OF PARLIAMENT AT CAPE TOWN: THE GOVERNOR-GENERAL, SIR PATRICK DUNCAN, TAKING THE SALUTE.
Our photograph shows the Governor-General of South Africa, Sir Patrick Duncan, taking the salute after the opening of Parliament at Cape Town recently. Lady Duncan is seen on his right. Sir Patrick has been Governor-General of the Union since 1937 and was Minister of Mines, 1933 to 1936.



THE ARRIVAL OF THE APOSTOLIC DELEGATE TO THE UNITED KINGDOM: MGR. GODFREY (RIGHT) GREETED BY CARDINAL HINSLEY.
Mgr. Godfrey, who was recently appointed Apostolic Delegate to the United Kingdom by the late Pope, arrived in London on February 10. He was met at the station by Cardinal Hinsley, who left for Rome on February 12 to attend the Conclave of Cardinals. Mgr. Godfrey is the second Apostolic Delegate there has been to Great Britain.



LEAVING THE LAW COURTS AFTER BEING SWORN IN AS KING'S BENCH JUDGES: MR. J. D. CASSELS, K.C. (LEFT) AND MR. H. I. P. HALLETT, K.C.
The appointment of Mr. J. D. Cassels, K.C., and Mr. H. I. P. Hallett, K.C., as King's Bench Judges was announced on February 10. The new Judges were sworn in at the Law Courts on February 13. Mr. Cassels took silk in 1923 and has been M.P. for West Leyton and for North-West Camberwell.



A SEMI-OFFICIAL FRENCH GOVERNMENT REPRESENTATIVE WHO HAS VISITED BURGOS: M. LEON BÉRARD.
M. Leon Bérard, who recently made a semi-official visit to Burgos on behalf of M. Bonnet, the French Foreign Minister, had two interviews with General Jordana, head of Foreign Affairs in the Burgos Administration. It was stated on February 14 that M. Bérard would be sent on a fresh mission to Burgos to negotiate with the Nationalist authorities.



LIEUT.-GEN. SIR A. H. GORDON.
A distinguished soldier who commanded the IXth Army Corps from 1916 to 1918. Died on February 13; aged seventy-nine. Served in the Afghan campaign (1880); South Africa, 1899-1901; and in the Great War. Director of Military Operations, General Staff, India, 1910-14.



MR. PERCY EDWARD THOMAS.
Elected at a council meeting of the Royal Institute of British Architects held on February 6, for the Royal Gold Medal for Architecture for the year 1939. Was President of the R.I.B.A., 1935-1937, and has been three times President of the South Wales Institute of Architects.



M. TSVETKOVITCH.
The new Prime Minister of Yugoslavia. Was Minister of Social Policy and Health in the Cabinet of Dr. Stoyadinovitch, who resigned on February 4. He is in favour of promoting an understanding with the Croats and also wishes to work with the Yugoslav Radical Union.



PROFESSOR ARTHUR SMITHELLS.
A distinguished chemist and director of the Salters' Institute of Industrial Chemistry from 1923 to 1937. Died on February 8; aged seventy-eight. Was Professor of Chemistry at Leeds, first at the Yorkshire College and later at Leeds University, from 1885 to 1923.



THE COMMANDER-IN-CHIEF OF THE SPANISH GOVERNMENT'S FORCES: LIEUT.-GENERAL MIAJA.
Lieut.-General Miaja, whose defence of Madrid has been one of his greatest achievements of the Civil War, was appointed Commander-in-Chief of all the Spanish Government's land, sea, and air forces in the Central Zone on February 9. He has under his command a force of some 500,000 men with which he can continue the fight.

A WINDOW ON THE WORLD: PICTORIAL NEWS FROM HOME AND ABROAD.



MR. ALEX HENSHAW BREAKS THE RECORD FOR A FLIGHT FROM ENGLAND TO THE CAPE AND BACK: LANDING AT GRAVESEND AFTER HIS AMAZING FEAT OF ENDURANCE.

In our last issue we gave a portrait of Mr. Alex Henshaw, the twenty-four-year-old British airman who, not content with a record flight from Gravesend to the Cape, was back at Gravesend on February 9, having broken the record (set up in 1937) for the flight from England to the Cape and back by 1 day 6 hours and 45 minutes. Mr. Henshaw had to be lifted out of his plane (a Percival "Mew Gull") at Gravesend, so tired and dazed was he. (G.P.U.)



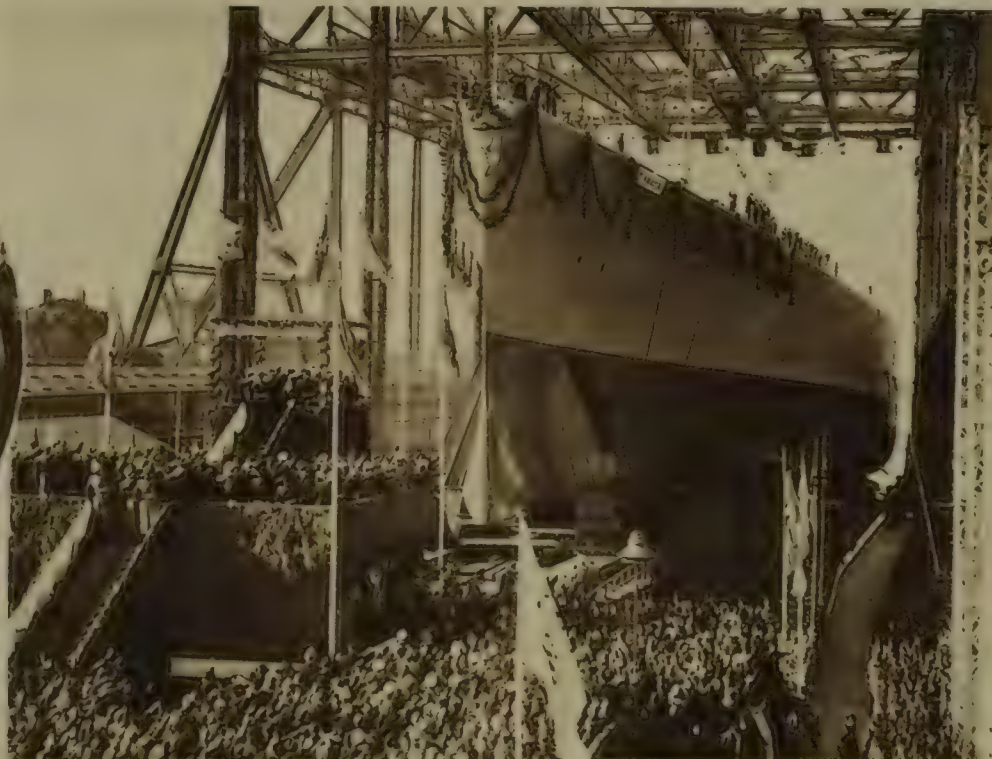
A DESTROYER CUT IN HALF BY A CRUISER: THE FRENCH "BISON" AFTER HER COLLISION WITH THE "GEORGES LEYGUES"; WITH BOWS GONE, BUT STILL AFLOAT.

During exercises by vessels of the French Navy in the Atlantic on February 7, the cruiser "Georges Leygues" was in collision with a destroyer, the "Bison," in a fog, and the "Bison" was cut clean in two. Three men were killed and fifteen were missing. So violent was the collision that one of the guns with its gunners was swept off the "Bison" and remained on the bows of the cruiser; yet the hull of the destroyer remained afloat! (Planet.)



THE QUEEN OF EGYPT AT THE OPENING OF A FRENCH SCULPTURE EXHIBITION IN CAIRO: HER MAJESTY WITH PRINCESS FAWZIA (LEFT).

The Queen of Egypt, accompanied by her sister-in-law, Princess Fawzia, and the Queen-Mother, was present at the opening of an exhibition of French sculpture in Cairo recently. Her Majesty is seen in our photograph discussing the exhibits with M. Grappe, of the Rodin Museum in Paris. It was announced early this month that the wedding of Princess Fawzia to the Crown Prince of Iran would take place on March 16. (Central Press.)



GERMANY'S FIRST 35,000-TON POST-WAR BATTLESHIP LAUNCHED IN THE PRESENCE OF HERR HITLER: THE HULL OF THE "BISMARCK" BEGINNING TO MOVE DOWN THE WAYS AT HAMBURG.

The "Bismarck," Germany's first post-war 35,000-ton battleship, was launched in the presence of Herr Hitler at Hamburg on February 14. The vessel, which is of an equal tonnage to that of the "Nelson" and "Rodney," will mount eight 15-in. guns. It is believed to be the first of a squadron of four such ships. In his speech at the launching, Herr Hitler spoke of building up to the very limit of the Anglo-German Naval Treaty. (Planet.)



THE FATE OF THE ANIMALS IN THE GREAT CATALAN RETREAT: A LARGE FLOCK OF SHEEP AND GOATS DRIVEN OVER THE FRENCH FRONTIER, WHERE THEY DOUBTLESS PROVIDED FOOD FOR HUNGRY REFUGEES.

Nothing gives a more graphic impression of the misery endured by the fugitives from Catalonia than the fate of the multitude of animals which accompanied them. A photograph reproduced upon page 256 of this issue shows half-starving horses standing dazed amid the wreckage of retreat. Cows, donkeys, and mules in thousands were hurriedly tethered or simply wandered about the hillsides looking for something to eat. Flocks of sheep were doubtless welcome as meat for the refugees. (S. and G.)



SAID TO HAVE BEEN USED FOR "THIRD DEGREE" METHODS UNDER THE GOVERNMENT RÉGIME AT BARCELONA: A PRISON CELL IN WHICH IT IS IMPOSSIBLE TO SIT OR LIE DOWN.

After the fall of Barcelona, foreign correspondents were shown a number of cells by the Nationalists, where prisoners were kept during the Government Administration, bearing evidence of "third degree" methods carried to the greatest extremes. In the grounds of a house in San Juanita Street were cells with floors covered with sharp pieces of cement, which would make it impossible to lie down or even stand comfortably. (Wide World.)

THE FUNERAL OF POPE PIUS XI.: THE SOLEMN CEREMONY IN ST. PETER'S.



1. THE CEREMONY IN THE CANONS' CHOIR OF ST. PETER'S DURING THE POPE'S FUNERAL.

2. WORKMEN SEALING THE SECOND COFFIN OF LEAD AFTER THE ABSOLUTION.

3. THE TRIPLE CASKET BEING LOWERED BY A GANTRY INTO THE CRYPT OF ST. PETER'S.

THE funeral of Pope Pius XI. took place in St. Peter's on February 14 and the ceremonies connected with it lasted for three hours. Although, in theory, the funeral is private, it was attended by thousands of people, including the Diplomatic Corps, the Roman and Papal nobility, the Pope's nearest relatives, and a large delegation from the Pope's birthplace, Desio. The dead Pope was carried in solemn procession from the Chapel of the Blessed Sacrament, where he had been lying-in-state and placed beyond the catafalque, surmounted by the triple crown, in the Canons' Choir. After the Absolution the body, wrapped in a crimson pall, was placed in the innermost of three coffins. This coffin was in turn enclosed in one of lead, which was sealed by black-coated workmen, and then both were put in an outer casket of elm. A eulogy of the Pope in Latin was placed in a brass cylinder and laid at the Pope's feet together with a purse containing medals and coins of his reign. The triple coffin was then taken to a gantry in front of the High Altar and lowered by red silk cords into the Crypt, where the final ceremonies were performed.

Photographs by Associated Press; Telegraphed from Rome.

THE PUBLIC LYING-IN-STATE OF POPE PIUS XI. IN ST. PETER'S: AN ARTIST'S IMPRESSION; THE HOMAGE OF VAST CROWDS AND THE FIRST OF THE NOVENDIALES.



CARRIED IN SOLEMN PROCESSION FROM THE SISTINE CHAPEL INTO ST. PETER'S BASILICA: THE BODY OF POPE PIUS XI. BEING TAKEN TO THE CHAPEL OF THE BLESSED SACRAMENT FOR THE PUBLIC LYING-IN-STATE. (A.P.)



SHOWING THE CATAFALQUE, WHICH REPRESENTS THE DEAD POPE, SURMOUNTED BY THE TRIPLE CROWN AND SURROUNDED BY CANDLES: THE FIRST OF THE NOVENDIALES, MASSES FOR THE DEAD SAID IN ST. PETER'S. (Keystone)



THE LYING-IN-STATE OF POPE PIUS XI. IN THE CHAPEL OF THE BLESSED SACRAMENT IN ST. PETER'S: HIS HOLINESS CLAD IN PONTIFICAL VESTMENTS WITH A GOLDEN MITRE ON HIS HEAD AND HIS HANDS IN SCARLET GLOVES CROSSED ON HIS BREAST. (From the Drawing by Aldo Mainardi.)

IN the evening of February 11 the body of Pope Pius XI. was taken in solemn procession from the Sistine Chapel, where it had been lying-in-state since the previous day, to the Chapel of the Blessed Sacrament in St. Peter's. The bier was preceded by a detachment of the Palatine Guard and by the choir, Chapter and clergy of St. Peter's, and was carried down the Scala Regia into the Basilica. The ceremony was attended by all the Cardinals, the members of the Diplomatic Corps accredited to the Vatican, and many bishops and prelates. The dead Pope, who was clad in Pontifical vestments, with a golden mitre on his head, was placed on a raised catafalque so that all could see him during the public lying-in-state. On the following day the crowds in the Piazza were admitted to the Basilica, a few hundreds at a time, and passed by the catafalque, flanked by Noble Guards, at a rate of fifty a minute. On February 13 it was estimated that well over 1,000,000 people had visited St. Peter's to pay homage to Pope Pius XI. The first of the Novendiales, or Masses for the Dead, which are said on nine successive days between the death of one Pope and the election of his successor, was said in St. Peter's on February 12. A catafalque surmounted by the triple crown and surrounded by candles, representing the dead Pope, was set up in the Canons' Choir. While the Pope's body reposed in the Sistine Chapel, ceremonial visits were made by the Prince of Piedmont, representing the King of Italy, the Presidents of the Italian Senate and Chamber, and the whole of the Italian Episcopate who had originally been summoned to Rome to listen to an address which Pope Pius XI. intended to give on the tenth anniversary of the Lateran Treaties.



PATIENTLY WAITING THEIR TURN TO ENTER ST. PETER'S TO FILE PAST THE DEAD POPE: A SECTION OF THE LARGE CROWD OF MANY THOUSANDS WHICH ASSEMBLED TO PAY HOMAGE TO PIUS XI. (Keystone)



PART OF THE LARGE CROWD WHICH PASSED BY THE DEAD POPE AT THE RATE OF FIFTY A MINUTE: THE SCENE OUTSIDE THE BASILICA, WHERE MANY THOUSANDS WAITED TO ENTER THE BUILDING. (Keystone)

SPAIN—THE END OF A MATERIEL SURRENDERED BY THE CATALANS:



A COMPLETE ARMOURD TRAIN BROUGHT INTO FRANCE: A PHOTOGRAPH TAKEN AT THE INTERNATIONAL STATION AT LETOUR DE CAROL, SHOWING THE CAMOUFLAGED ROLLING-STOCK. (A.P.)



THE QUANTITIES OF WAR MATERIAL BROUGHT INTO FRANCE BY THE RETREATING CATALANS: A GROUP OF HEAVY GUNS, INCLUDING A HIGH-VELOCITY WEAPON ON A SPECIAL ROAD-CARRIAGE, IN THE FOREGROUND.



THE END OF A REPUBLICAN AIR SQUADRON: A GROUP OF FIGHTER BIPLANES, GROUNDED ON THE CIVIL AERODROME AT CARCASSONNE.



THE CONFUSION OF RETREAT: A EWE WITH A NEWLY-BORN LAMB FOUND IN AN ARMY TRUCK, BEARING A LIGHT ANTI-AIRCRAFT GUN; WITH A MACHINE-GUN SEEN AT THE BACK. (Kronen.)

The exodus of refugees from Catalonia into France, which was described and illustrated in our last issue, was followed by the crossing of the Catalan army. For the most part the retreat was orderly, the pursuers being held up by well-planned demolitions. Among the first Republican military units to seek refuge in France were air squadrons deprived of their bases in Catalonia. The aeroplanes were stripped of their machine-guns and the pilots given shelter at local barracks. Some seventy up-to-date machines, many of



THE SURRENDER OF HEAVY ARTILLERY: A HOWITZER, WITH LORRIES IN THE BACK, GROUND, UNDER GUARD, IN THE SNOW NEAR BOURG MADANE. (Stand.)



THE "LA DOLADORA" OF THE CATALAN ARMY: THE JUMBLE OF ABANDONED VEHICLES BESIDE THE ROAD NEAR CEREBERE; WITH MISERABLE, HALF-STARVED HORSES STANDING DEJECTEDLY ABOUT AMID THE SMOKING WRECKAGE. (S. and G.)

them of Russian make, were gathered at the military aerodrome at Toulouse. Then came artillery. A convoy of nineteen heavy guns drawn by six-wheel lorries passed into France on February 7; followed by another of thirteen guns. During the following night a train-load of fifty guns came over. There was a striking scene at Perthus when 1000 men of the International Brigade marched smartly in, headed by their standard-bearer. They were led by 300 veterans of the Italian Garibaldi Battalion. Most of them,

GREAT REPUBLICAN ARMY: THE INTERNATIONAL BRIGADE'S LAST MARCH.



A MECHANISED DETACHMENT OF THE CATALAN ARMY INTERNED IN FRANCE: A GROUP OF ARMOURD CARS OF VARIOUS TYPES, EQUIPPED WITH CHAINS TO SWEEP THE ROADWAY CLEAR IN FRONT OF THEM. (Keystone.)



THE SURVIVORS OF THE INTERNATIONAL BRIGADE REACH FRANCE: THE LONG COLUMN OF DISARMED MEN, MOST OF THEM CZECHS, GERMANS, AND EASTERN EUROPEANS, MARCHING IN GOOD ORDER ALONG THE ROAD NEAR PERTHUS. (Kronen.)

however, were Germans, Czechs, Austrians, or men from the Balkan States. Meanwhile, innumerable motor-lorries were travelling the same road, with petrol-tank trucks, motor-buses, and a few armoured cars. Six-inch guns were also seen, pulled by motor-lorries. In the early hours of February 10, Colonel Modesto, Commander of the Republican Ebro Army, crossed the frontier near La Serra. He was followed by his troops, comprising 10,000 Spaniards, and 350 members of the International Brigade. The better roads



THE HUGE QUANTITIES OF SMALL ARMS SURRENDERED TO THE FRENCH: MEN'S BUSY CARTING AWAY A PILE OF RIFLES OF ALL TYPES, AND A NUMBER OF AUTOMATIC WEAPONS. (S. and G.)

were taken by the tanks and armoured cars, while the soldiers took the footways, the Lister brigade crossing by the Banyuls Pass. A correspondent of the "Daily Telegraph" described the chaos left behind by the defeated army at Perthus; the last mile of the road being lined with lorries on either side, and sometimes two or three piled on top of each other in the ditch; while along the last 500 yards to the frontier the ground was carpeted by rifles. Piles of cartridges, furniture and papers added to the confusion.

BOOKS OF THE DAY.

By CHARLES E. BYLES.

LAST week I mentioned a number of new books about a part of the world now in the political limelight—that is, the western end of the Mediterranean, with its islands and adjacent shores. Having dealt with a work recalling a forgotten phase in the history of Corsica, I had to dismiss the rest briefly for "reasons of space," in the hope of returning to them later. I do so the more gladly as they have nothing to do with wars and rumours of wars, or even with diplomatic conversations—now almost equally disturbing.

Hardly less comforting and reassuring than was the cry of "corn in Egypt" during the seven lean years, is, in these days of crises and "grave situations," the title of such a volume as "SPORT IN EGYPT." By J. Wentworth Day and Others. Foreword by H.M. King Farouk of Egypt. Introduction by Lord Lloyd. With 83 Illustrations (*Country Life*; 21s.). Hitherto my own journalistic tasks relating to Egypt have been mainly concerned with such matters as tombs, temples, and mummies. Sport, however, is by no means out of place in this connection, for it provided the ancient Egyptian artist with one of his favourite subjects. When he was not depicting the Pharaoh's prowess in battle, his domestic life, or his voyage to the other world after death, the artist chiefly delighted in representing the king, with his horses and his dogs, enjoying the pleasures of the chase. It is therefore appropriate that the volume is honoured by a prefatory word of commendation from the genial young "Pharaoh" of to-day. "I wish Mr. Wentworth Day's book success," he says, "not only because he writes of sports in which I am personally interested, but because he and his collaborators paint for the outside world pictures of those sports with which Egypt is particularly blessed. If our Egyptian shooting, our racing, our horses, our fishing, and other attractions, succeed in bringing more visiting sportsmen to this country, Egypt will welcome them. Sport is an ambassador which knows no politics, no frontiers."

Mr. Wentworth Day, who for some years was Editor of the *Illustrated Sporting and Dramatic News*, recently visited Egypt as the guest of the Egyptian Government, to report on the possibility of developing sport for visitors. Several other well-known sportsmen have contributed chapters to the book. Lord Lloyd, formerly High Commissioner for Egypt and the Sudan, warmly commends it. "I am glad," he says, "that my friend Mr. Wentworth Day has written and compiled this work. . . . For Egypt is a friendly nation, an ally of this country, with great fields of sport to offer the British visitor. Her shooting, particularly wild-fowling, is some of the best in the world. Yet it is almost entirely unknown to the average Englishman. . . . so far no one has thought fit to put together a book, modern and up-to-date, on the subject. Here it is—and I wish it well, for if it succeeds in sending more British visitors to Egypt in search of sport, it will have done something of tangible value to strengthen the ancient bonds of friendship between our two countries. . . . Mr. Wentworth Day shows how much Egypt has to offer in these ways, as well as in her domains of archaeology and ancient learning."

As shown in his previous books reviewed on this page—the latest, I think, was "The Dog in Sport"—the charm of Mr. Day's work for the ordinary reader is that he has an eye for the beauty of nature as well as for details of killings and the size of the "bag." "Egypt," he writes, "can offer the visitor not only sport, particularly shooting, probably unequalled by any country in Europe, but she offers it in surroundings free from the threat of war, disturbed by no rumblings of international clashes or jealousies. The enormous peace of the desert, the age-old charm of the villages, the Biblical panorama of field and palm-grove, camel-train and water-buffalo, the Arab on his ass, and the Fellah toiling patiently in fields that knew the feet of Pharaohs, are unchanged since that dim dawn of history. . . . It is strange that no one of the many Englishmen who have visited Egypt in search of antiquities, in search of beauty, awed by the splendour and the majesty of the monuments of her ancient civilisation, have turned their eyes, even for a moment, from the glory that was Luxor and Thebes, from the massive majesty of Giza, to the delicate beauty of the flamingoes flying like pink clouds above the lakes, or paused to notice, in a written word,

the loveliness of Lake Karoun, the mysterious immensity of the great lakes of the seaboard, or the teeming bird life of the Wadi Natrun."

I should welcome a similar work on sport in Spain, if only the Spaniards would stop killing each other; not that their ideas of sport appear to be much more amusing or restful than civil war. At the moment of writing, unfortunately, the long fratricidal strife continues, and as far as one can see the end is not yet. It is a relief, however, to turn from the stormy present to a more tranquil past, charmingly recorded and pictured in the work of a famous artist and his wife—"DAYS IN OLD SPAIN." By Gertrude Bone. Illustrations by Muirhead Bone (Macmillan; 12s. 6d.). Connoisseurs of books will recognise this one as something far above the ordinary in the

motor traffic and a return

to journeys by road, a throw-back of interest to places and scenes not touched by the railway has revived the importance of the guide-books by the traveller Richard Ford, and to some extent even of George Borrow."

Sir Muirhead Bone's masterly illustrations remind me of two books containing some interesting allusions to him and his work, which, on reference to the archives, I find were reviewed on this page on April 2 last. One was "The English Print," by Mr. Basil Gray, of the British Museum, who referred to him as "the most distinguished of all the living painter-etchers." More personal and intimate was a passage in a volume of reminiscences: Mr. Frederick Niven's "Coloured Spectacles." The author had known Sir Muirhead and his brothers in Glasgow in his early student days, and had then become possessed of what he believed to be the famous artist's first published work. I remember Mr. Niven's book particularly because something I said in my review caught his eye in British Columbia, and drew from him a very friendly letter.

Another book that will make lovers of bygone Spain long for the time when they can revisit in peace beautiful places they have known, is a lavishly illustrated "HISTORY OF SPANISH ARCHITECTURE." By Bernard Bevan, M.A. With 164 Photographs, over 70 Plans and Drawings, 2 Maps, full Index and Bibliography (Batsford; 21s. net). Explaining the scope and purpose of this very attractive volume, the author writes: "No general account of Spanish architecture has appeared for nearly ninety years. The reason for this is obvious: volumes could still be written on its mysteries! We are at the dawn of scientific criticism in Art, and we know much less about Spanish art than we do about art in other Western countries. The time is not yet ripe for an exhaustive treatise; so, rather than venture upon unsure ground, I have tried to bring up to date and condense in one volume our present knowledge of the subject. In fact, my aim has been simply to present a condensed evolutionary study. It is not a collective history of individual buildings, and therefore does not pretend to give detailed accounts of each."

If one Mediterranean island has stronger claims than another on the interest of British readers, it is that described in "MALTESE MEMORIES." ("Tifkriet.") By Eric Brockman. With 4 Illustrations (Allen and Unwin; 6s.). The old map that forms the frontispiece reminds us that Malta is not a single island, but a group of three. In the absence of an index, glossary, or relevant footnote, I have been unable to discover what the word "Tifkriet" means, or to what language it belongs. The author dates his preface from Portsmouth, and is referred to on the wrapper as "Lt.-Commander"; so, although the mystic letters R.N. do not appear, I gather that he is still an officer of the British Navy. I wish he had been a little more expansive about himself and his personal experiences, for he writes well and has a sense of humour, but apparently he is over-modest. Except for the chapter called "Festa," describing a visit to a Maltese country house, with the rural characters and customs he saw there, and a slight personal element in the chapter on country songs—perhaps the best of all—the bulk of the book is purely impersonal, informative, and historical.

Especially interesting, in view of Malta's maritime importance, is the account of the Knights Hospitallers and their navy, which in 1571 valiantly aided Don John of Austria to break the Turks at Lepanto. Other chapters deal with the general history of the islands from pre-historic times onwards, British administration and its problems, old Maltese manners and customs, folk-lore and fairy-tales. With typical self-disparagement, in offering his book to the public the author says: "I have two excuses for the scribbles I have here put together. They are, in some measure, a thank-offering for the steadfast love and friendship which I have found in Malta. I dare to hope, also, that some of my own countrymen may discover, in these pages, some faint image of the true Malta, which is so very different from the fantastic island of popular myth, and which, I am much afraid, may not long remain."



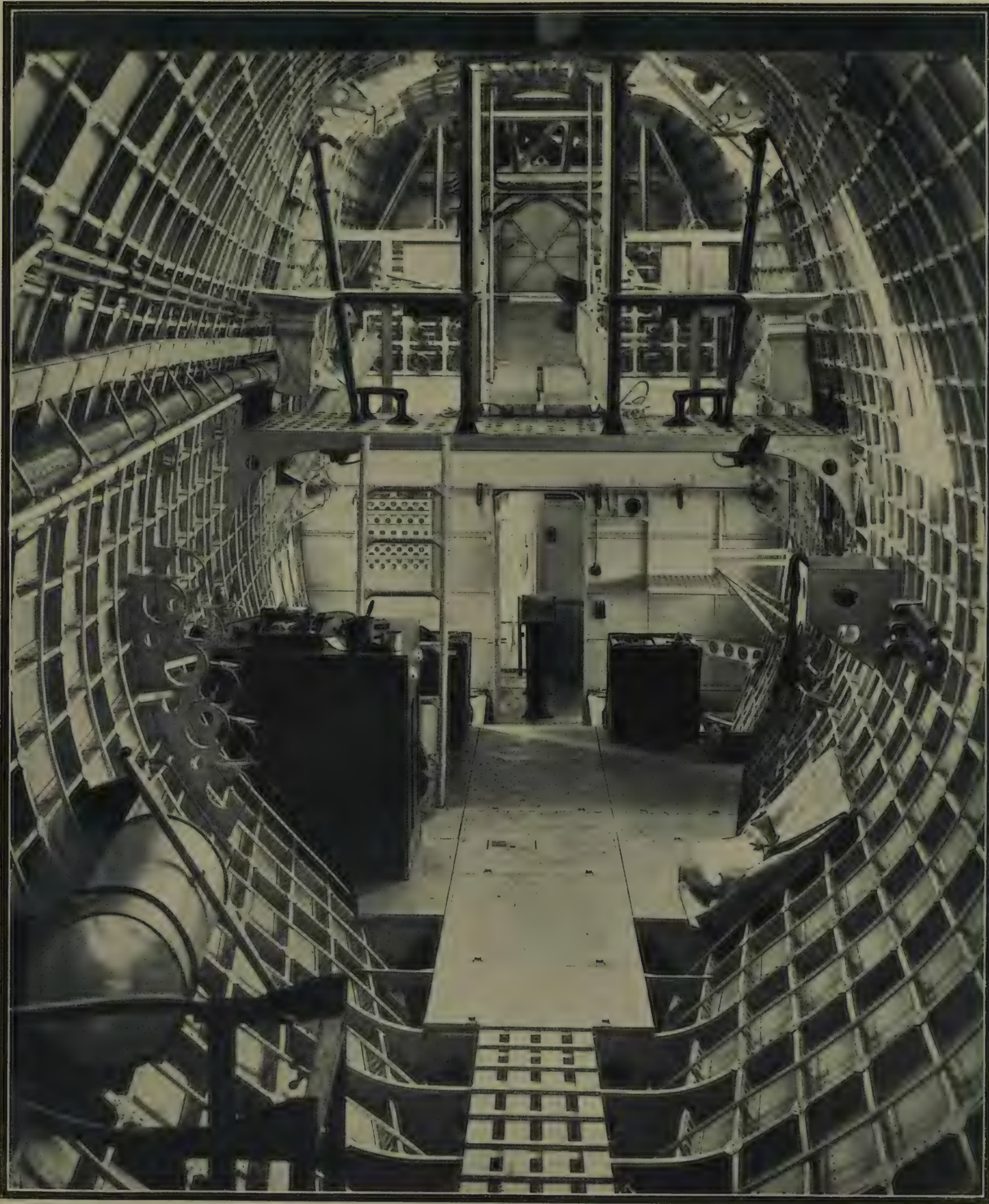
THE GOLDEN GATE INTERNATIONAL EXHIBITION HELD UPON AN ISLAND IN SAN FRANCISCO BAY, WHICH IT WAS ARRANGED SHOULD OPEN TO-DAY: ONE OF THE "ELEPHANT TOWERS" FLANKING THE MAIN ENTRANCE; WITH THE IMPOSING "TOWER OF THE SUN" SEEN BEYOND.

The opening of the Great Golden Gate Exhibition on Treasure Island in San Francisco Bay was arranged for to-day, February 18. Some forty foreign lands are represented in the Exhibition. At night the Exhibition will be floodlit by means of an installation that has cost a million dollars (over £200,000); giving it the appearance of a city of light floating upon the bay. It will remain open until December.

literature of travel. It is based on an *édition de luxe* entitled "Old Spain," published last year at 100 guineas, of which no review copies were available.

Lady Bone recaptures the spirit of former days in her delightful narrative. "These impressions of Spain," she writes, "were gathered during leisurely visits extending over the last years of the old régime. The Dictatorship of Primo de Rivera, like a tottering wall, was leaning to its collapse. Disaffection to the Monarchy was everywhere audible and an impatience of backwardness and old fashions manifest in all parts of the country. With the passing of old customs, picturesque history also recedes, and it is evident that even such recent scenes as are described in the present volume have been witnessed for the last time by the Spaniard himself. The journeys . . . resulted in two folio volumes of important drawings by my husband, of which this small work is the text. The descriptions were written to accompany the drawings in the first place, and therefore only such subjects were chosen as could be presented pictorially. The diligence was still our method of travel, and it is worth noting that, with the arrival of

INSIDE A 22-TON "SUNDERLAND," A 4000 HORSE-POWER FLYING-BOAT.



THE SPACIOUS INTERIOR OF THE R.A.F. SHORT "SUNDERLAND," THE LARGEST MILITARY FLYING-BOAT IN SERVICE TO-DAY :
A VIEW (LOOKING FORWARD) SHOWING THE TWO DECKS AND DETAILS OF HULL CONSTRUCTION.

The Short "Sunderland" is the largest flying-boat in service with any Air Force to-day. It is, of course, a military version of the Imperial Airways' "Empire" flying-boats, two of which made Atlantic crossings last summer. The "Sunderland" is of all-metal construction, and is driven by four air-cooled Bristol "Pegasus" XXII. motors giving a total of 4040 h.p. Fully loaded it may weigh as much as 22 tons. The "Sunderlands" are designed as self-contained units able to operate far from their bases on long-distance reconnaissance, patrol, and bombing operations, and their equipment is extremely comprehensive. They even carry the necessary cranes to lift their own motors in and out of their mountings. Other interesting items of equipment include a steam-boiler, heated by the exhaust; a galley, complete with ice-chest, sink and draining-board; an auxiliary power-unit driven by a small petrol motor (mounted in the leading edge of the starboard wing) to provide power

for refuelling, pumping out bilges and charging electric batteries; a work-bench; and a hand fog-bell. Great care has been expended in devising adequate accommodation for the crew—normally six men. In the Tropics they need all the space that can be given them. Curtains are fitted to all the portholes, and window-lights of the machines that have gone out to the East, and a system of cowls has been worked out to improve the interior ventilation when afloat. In the above illustration the port and starboard midship gunners' positions are at either end of the athwartship platform, with the hold-alls for spent cartridges (bags with square trough-shaped mouths) beside them. The light can be seen coming down through the gunners' hatches. In front of the ladder, on the floor, is the work-bench. In front of that are flare-racks. Through the doorway in the centre can be seen a table with hinged flaps. A small door on the upper deck is seen near the top of the photograph. (L.N.A.).

IN CHINA ONE DRINKS TAR-ASUN...★



... WHEN ONE CAN'T GET

Schweppees

★ Tar-asun is the old-style beer of China. Brewed from wheat or barley, it is sweet, and generally drunk warm. But a Chinese epicure can pay you no higher compliment than ask you to enter his execrable house and delight his despicable family by cooling your honourable throat with celestial Schweppees.

WHEREVER YOU ARE... THE BEST CLASS BAR SERVES Schweppees

The World of the Kinema.

By MICHAEL ORME.

ROGUES' GALLERY.

"THAT child has a spice of the devil," says the fond parent, and if the pinch of pepper in the youngster's make-up is offset by vivacity, intelligence, and charm, the remark conveys admiration rather than regret. Nor will the "little rogue" of the nursery find his popularity in later years in any way impaired if the strait-laced have occasion to shake heads over his escapades and anxious mothers extol the more solid virtues of less exciting young men to their marriageable daughters. The said daughters are more than likely to champion the cause of the rogue, for it is a sad fact that the solid virtues of the respectable are inclined to appear just a trifle dull in comparison with the bright, audacious front presented by the possessor of that stimulating spice of the devil. The world has always shown a smiling, even an approving, tolerance for the gallant rogue, from the highwayman who ended his days on the gallows to the black sheep of the Foreign Legion who dies heroically under the burning African sun. All of which may be quite indefensible, but must be accepted as a human foible since the drama, holding "the mirror up to Nature," is at the same time fully aware of the value—shall we call it the "drawing power"—of the slightly speckled character. A trio of recent British productions are ready to hand to amplify the argument. First and foremost, there is "The Ware Case" (shown at the Odeon) a new and excellent adaptation of the old stage play in which the late Sir Gerald du Maurier scored one of his greatest successes. Its hero, Sir Hubert Ware, accused—and acquitted—of the murder of his wealthy brother-in-law should, by all the tenets of the virtuous, occupy a prominent place in any rogues' gallery. He is a philanderer, a gambler, unfaithful to his wife, unscrupulous in his financial dealings, and, driven by his desperate need, a murderer. Yet he holds our sympathy because he is a witty, gay and charming fellow who gives his last pound notes to a broken-down bookie, never forgets to buy a bunch of roses for his wife, and, in the last instance, knows just when to do away with his worthless self. Nor are we in the least surprised to find him married to a frank and typically English girl, who, to be sure, eventually transfers her heart to the safer keeping of the young family lawyer, but only after a loyal struggle to set her reckless husband on the right path and a slow awakening from a devotion that is by no means merely a dramatic make-shift. The strength of a play belonging actually to the category of murder-drama lies, indeed, in its keen observation of character, for even Sir Hubert's final gesture—his sensational confession of guilt after his acquittal and his melodramatic suicide—finds its justification in his vanity, his shaken complacency, and his inability to accept defeat. "The Ware Case" has been directed by Mr. Robert Stevenson who gave us "Tudor Rose" and "Owd Bob"

and whose share in the preparation of the scenario is manifest in a particularly shapely, carefully balanced screen-drama in which no loose ends are allowed to dangle and every character is firmly established. Mr. Stevenson



"THE WARE CASE," AT THE ODEON, LEICESTER SQUARE: CLIVE BROOK AS SIR HUBERT WARE, THE GOOD-FOR-NOTHING BUT CHARMING ARISTOCRAT, ON TRIAL FOR THE MURDER OF HIS BROTHER-IN-LAW.

"The Ware Case" is the film version of the successful play of the same name. Clive Brook gives a brilliant performance as the aristocratic parasite who is accused of the murder of his brother-in-law, but acquitted. The production is the work of Michael Balcon, producer of "A Yank at Oxford," and other famous pictures, such as "The Thirty-Nine Steps" and "Rome Express." It was made at Ealing Studios, and directed by Robert Stevenson.

seems to place his effects with the precision of a painter, giving significance to a gesture or to a sudden heightening of the note, and illuminating the story by a slight emphasis on this or that detail. The director, unfolding the history of Sir Hubert between the withdrawal of the jury and the violent aftermath of the verdict, keeps the interest taut by his fresh attack on his material, whilst his fluent development of the drama is admirably maintained in the quick and flexible handling of the central character by Mr. Clive Brook. The part of Sir Hubert gives Mr. Brook opportunities such as have not come his way of late. They enable him to bring his sense of comedy into play, as well as a lightness of touch and a youthful buoyancy which recall the best of his earlier work. He is charming, witty, impudent, but with a steady hand on the reins that gives the character authority and poise. Miss Jane Baxter's honest portrayal of Lady Ware is a study of controlled emotions and an admirable foil to her more brilliant, more complex partner, whose audacity makes the rectitude of the young barrister, played by Mr. Barry K. Barnes with a rather uncertain touch, seem curiously colourless. Remembering his fine performance in "This Man Is News," I can only suppose that extreme worthiness weighed a trifle too heavily on Mr. Barnes! The supporting company fills in the framework of the picture with a number of well-observed characterisations, amongst which Mr. Francis Sullivan's cameo of a prosecuting counsel is outstanding.

"Consider Your Verdict" (Academy) is another murder-drama, though this time in abbreviated form. Based on a tale by Laurence Housman, this little British production is to a certain extent experimental, in that it aims at finding an equivalent for the short story in a condensed

screen-play of "feature" strength. It is an interesting and useful proposition even though this exemplar, the first of a series, is not completely successful. Its purpose is to expose the dangers of circumstantial evidence, but its thesis is hardly indicated nor definitely stated until the final scene, for which the prelude, concerned with the actual murder, with the agony of the accused and obviously innocent man, with the separate summoning of three of the jury—if any, why only three?—is too long and too diffuse. But in the *scène-à-faire* the picture comes to grips with its subject, and its irony is suddenly fanned into flame by Mr. Marius Goring who upsets the verdict of "guilty," on which his colleagues are agreed, by saddling himself with the crime. His confession is "faked," but his story is swallowed. It is swallowed because he, a crime novelist, tells it so coolly, so nonchalantly and so glibly that, as he says after the trial, "he might have done it." In other words, this young scribbler has a dash of the rogue in him that helps him to lie convincingly—though, admittedly, on a fellow-creature's behalf—and to enjoy himself thoroughly whilst building up, brick by brick, neatly and securely, a wholly fictitious solution of the crime. Mr. Goring drops his bombshell with a relish for an ironical situation that lends a sharp edge to a picture whose quality does not always succeed in rising to the level of its intelligent theme.

The Gainsborough picture, "Crackerjack," presented at the New Gallery, is designed for no other purpose than that of easy entertainment, and its hero, the volatile and



THE STRANGE AND DRAMATIC DÉNOUEMENT OF "THE WARE CASE": SIR HUBERT WARE FACES HIS DOOM, WATCHED BY LADY WARE (JANE BAXTER), WHOSE LOVE FOR THE YOUNG BARRISTER (BARRY K. BARNES) HAS JUST BEEN REVEALED TO SIR HUBERT.

versatile Mr. Tom Walls, emerges from its complicated plot as an arch-rogue—a very arch rogue indeed. Mr. Walls, well-groomed and rather superior in a Mayfair sort of way, is to all intents and purposes a wealthy man-about-town, Mr. Jack Drake, public benefactor and privately nothing worse than a lady-killer. But the gleam in Mr. Drake's monocled eye when it encounters diamonds and pearls of fabulous price instantly reveals that he is really the notorious thief Crackerjack, always a jump or two ahead of a gang of American crooks, who not only lose all their hauls to Mr. Drake but owe their final arrest to that intrepid gentleman, whose many and ingenious disguises are one of the best features of the film.

Do not, however, waste any sympathy on Mr. Noel Madison, a truculent gang-leader, nor even on Mr. Leon M. Lion, a cultured "go-between," for they only rob to enrich themselves, whereas Mr. Tom Walls raises Social Centres out of stolen diamonds and, should a children's hospital need a wing, why, he just plucks a string or two of pearls from his hostess's plump neck, and the thing is done. As a modern Robin Hood, Mr. Walls can bungle to his delight and ours and no harm done. In various disguises or in dalliance with the charming Miss Lilli Palmer who endows an impulsive Baroness with more brains than her actions seem to warrant, Mr. Walls keeps this brisk melodrama on the trot, as it were, through thick and thin, playing the part like a charming rogue and, given the chance, a fine actor on a midsummer holiday.



"CRACKERJACK," AT THE NEW GALLERY: TOM WALLS AS THE SUAVE JEWEL THIEF; WITH LILLI PALMER AS BARONESS VON HALTZE.

In his new film Tom Walls plays the part of a clever thief, a man of many ingenious disguises who, however, atones for his depredations in some measure by robbing the rich to give to the poor. Baroness von Haltze is in love with him, but conceals her true feelings from the thief.

"PATTERNS" OF WOOD USED TO BUILD A 30,000-TON LINER: THE "AMERICA" UNDER CONSTRUCTION; AND OTHER DETAILS.

PHOTOGRAPHS REPRODUCED BY COURTESY OF UNITED STATES LINES.



LOOKING FORWARD DOWN THE STARBOARD OPENING OF THE "SPECTACLE FRAME" IN THE "AMERICA": A VIEW OF THE LONG TUNNEL THROUGH WHICH ONE OF THE LINER'S PROPELLER-SHAFTS WILL PASS.



COMPLETE IN ALL STEEL STRUCTURAL DETAILS, PLUMBING AND LIGHTING FIXTURES, AS WELL AS INTERIOR APPOINTMENTS: A SAMPLE STATEROOM, WITH BATHROOM, CONSTRUCTED IN THE JOINERY-SHOP AT THE SHIPYARD.



RESEMBLING A BOMB-PROOF AIR RAID SHELTER: THE KEEL AND BOTTOM PLATES OF THE LINER "AMERICA" IN THE CRADLE WHICH SUPPORTS THE VESSEL WHILE IT IS UNDER CONSTRUCTION.



IN THE MOULD-LOFT: WORKMEN, GUIDED BY SCALE-DRAWINGS OBTAINED FROM A MODEL, MAKING ACCURATE "PATTERNS" IN WOOD FOR EACH OF THE SHELL-PLATES THAT WILL GO INTO THE HULL.



ENSURING GREATER ACCURACY BY MAKING TEMPLATES OF WOOD ON THE SHIP'S SIDE—THE "PATTERNS" OF EVERY OTHER ROW OF PLATES ARE MADE IN THE MOULD-LOFT FROM SCALE-DRAWINGS.

The largest liner to be built in the United States is now rapidly taking shape at the Newport News Shipbuilding and Dry Dock Company's yard on the James River, Virginia. She is the "America," a vessel of approximately 30,000 tons, which is scheduled for launching this year and will enter service with the "Manhattan" and "Washington" on the United States Lines' New York-Channel Ports-Hamburg route in 1940. The "America," when completed, will be 723 ft.

long, with a beam of 92 ft., and will have accommodation for 1219 passengers in cabin, tourist and third classes, besides carrying a crew of 639. On this, and the facing page, we show various stages in the construction of this fine ship. In order to transfer the shape of the hull from the blue-print to the stocks, careful measurements are made in the draughting-room on a solid wood model of the ship, fifteen feet long, and from these are produced scale-drawings of each

[Continued opposite.]

THE LARGEST LINER BUILT IN AMERICA: A MODEL; AND ON THE STOCKS.

PHOTOGRAPHS REPRODUCED BY COURTESY OF UNITED STATES LINES.



THE 30,000-TON LINER "AMERICA" TAKES SHAPE UPON THE STOCKS: WORKMEN REPLACING THE BOLTS, WHICH ARE TEMPORARILY USED TO HOLD THE PLATES TOGETHER, WITH RIVETS COUNTERSUNK FLUSH WITH THE PLATES IN ORDER TO PRESENT THE LEAST RESISTANCE TO THE WATER.



PREPARING SCALE-DRAWINGS FROM A 15-FOOT WORKING MODEL OF THE HULL OF THE "AMERICA" ON WHICH THE SHAPE OF EACH PLATE IS MARKED OFF: A STAGE IN THE TRANSFER OF THE DESIGN OF A LINER FROM THE BLUE-PRINT TO THE STOCKS.

Continued.
shell-plate. In the mould-loft wood templates, or "patterns," are constructed from these drawings, one for each plate, and in another part of the shipyard steel is cut into plates from these patterns. This steel is unloaded from a railway siding in the pickling-shed and put through a pickling process which shows up any defects. Chemists also test all the materials which are to be used in the ship to ensure that they conform to specifications. The shell-plates are brought

to their correct position on the hull by giant cranes capable of handling loads of 75 tons, and the riggers bolt them in place. These bolts are later replaced with rivets, which are countersunk flush with the plates so that they will present the least resistance to the water. The steel frames for the ship are shaped in the forge at the yard, and other activities include making thin veneers to cover the fireproof sheathing which will be used as wall surfaces in the liner.



A PAGE FOR COLLECTORS.

FIGURES BY RALPH WOOD, JUNIOR.

By FRANK DAVIS.

Ralph Wood, junior, and the other by rival concerns—the one crisp and lively, the other blurred and clumsy. Unfortunately, this difference cannot be seen in a photograph.

Some of the best Ralph Wood figures have been found within recent years in Spain—a circumstance not so odd as it may appear, considering our trade there, especially in the south. It is possible that some of these pieces—the pair of “Spanish Dancers,” the “Spanish Shepherd,” and “A Galego”—were named thus with half an eye on the English-speaking (and English born) merchants residing in Spain. “A

feature and pose, belong to the sweetly charming tribe of creatures immortalised by all European modelers, from the great Kaendler, of Meissen, onwards. The austere will say this is nonsense and most reprehensible; I say you just can't be serious, or dramatic, or tense working in porcelain or pottery—the material doesn't lend itself to that sort of treatment; like Restoration Comedy it must exist in a world of its own, where the ordinary rules of conduct have no meaning.

An invoice from Ralph Wood to Messrs. Josiah and Thomas Wedgwood was published by Mr. Frank Falkner (1912) in his monograph on the Wood family. Its date is Nov. 10, 1783, and its details and prices are illuminating. Here are a few items—

12 George and Dragons	- 2/- apiece.
6 Venuses Purple Lining	15d. „
6 Neptunes ditto	- 15d. „
12 Apollos	- - 10d. „
12 Apollos gilt	- - 15d. „
12 Sailors Lasses	- - 5d. „
12 Men with lost sheep	9d. „

The gods, as is only right and proper, are more costly than humans.

Collectors' mouths will water at these modest prices, and a letter of the following year is even more revealing as showing the no less modest scale upon which Wood carried on his work. It is to Thomas Wedgwood.

“I should esteem it a great favour to settle the Note I delivered with the Flowerpots by the Week End . . . £3:16:0—my Necessities oblige me or should not have ask'd so soon, at the same time I thank you for your goodness in promoting my Trade, hoping I may be still favor'd with your future orders in my Way, which will



A GROUP OF THE CHARMING LITTLE FIGURES MADE BY RALPH WOOD, JUNIOR, TO WHICH AN APPEARANCE OF PORCELAIN WAS GIVEN BY THE USE OF ENAMEL COLOURS OVER A CREAMY WHITE GLAZE: TWO PAIRS REPRESENTING “FLEMISH MUSIC” (OUTSIDE) AND “SPANISH DANCERS”; DATING FROM ABOUT 1780.



A GROUP OF FIGURES BY RALPH WOOD, JUNIOR (1748-1795), OF PARTICULAR INTEREST FOR THE SPANISH TYPES INCLUDED, WHICH MAY HAVE BEEN PRODUCED FOR THE SPANISH MARKET: “A GAMEKEEPER,” “A GALEGO,” AND A “SPANISH SHEPHERD.”



“THE FALCONER” AND TWO PASTORAL FIGURES, “IPHIGENIA” AND “CYMON”: ANOTHER GROUP OF THE CHARMING TRIFLES DEvised BY RALPH WOOD, JUNIOR—IN THE COLLECTION OF MR. FRANK STONER, AS ARE ALL THOSE SEEN ON THIS PAGE.

“Iphigenia,” and the pair called “Flemish Music,” known in enamel colours only, were new designs.

The difference in the two processes was this. In the earlier figures each colour glaze was painted on separately; in the later the figure was first dipped in the creamy-white glaze, and then painted with enamel colours, making possible a much wider colour-range, especially in the various shades of red, which could not be produced by the coloured glaze technique. This in itself made for a closer approximation to the quality of porcelain, especially when allied to first-class potting. There is an enormous difference between the modelling of identical figures, one by

Galego” is presumably “A Galician”—I have no Spanish dictionary at hand, but I have George Borrow, who is much more fun (“The Bible in Spain”) and who, in Chapter II., reaches “Aldea Gallega” which he obligingly translates as “Galician Village.” Needless to say, neither Wood nor any other modeller of his time was greatly concerned with the differences of character or costume. True, “The Gamekeeper” could be nothing else, and “The Falconer,” with his fine striped waistcoat carries his falcon upon his wrist; apart from that, the gentle Iphigenia could be a French dairy maid, or the “Flemish” musician a Jugo-Slav. They all, in

be gratefully acknowledged by Sir, your obliged humble Servant, Ralph Wood.”

There were other members of the family who made notable contributions to the rise of industrial Staffordshire. Ralph Wood the first had a brother, Aaron, who had a son, Enoch (the eighteenth century could be very Hebraic at christening ceremonies). Aaron was apprenticed in 1731 and became so well-known a modeller that he was able to demand a key to his workroom so that no one should find out his secrets; his son (born in 1759), after the customary apprenticeship, launched out as a master-potter at the age of twenty-four and died in 1840.



...*An Improving Tale*...

Lord Henry, when he was a child
Was—well, to put it mildly—wild;
He was, in fact, a little limb
Of mischief. If one said to him
“Do this or that—it’s good for you”,
The child immediately flew
Into a temper and, for spite,
Would do the very opposite.

When he attained maturer years,
Even among his fellow peers
He had achieved a reputation
Unworthy of his noble station.

His own conception of a lark
Was driving camels through the Park.
His catapult became a source
Of dread to members of the Force.

His parents viewed with grave misgiving
So riotous a mode of living.
And said to him, as parents do,
“Dear child, this is not good for you”.
To which he merely answered “Pshaw!
I’ve heard that silly tale before”.



But soon his strength, beneath the strain
Of such excess, began to wane.
It waned and waned—with the result
He scarce could lift his catapult.

His parents went to every length
To give Lord Henry back his strength.
The wretched fellow merely gibed
At everything that they prescribed.
At last they sought a synonym
For “something that was good for him”
They placed a Guinness by his bed.
“How do you fancy that?” they said.

Observers who were present state
Lord Henry did not hesitate.
He drained the glass and in a while
Remarked with an engaging smile
“I knew we should, at last, agree
On what is *really* good for me”.



Lord Henry, happy to relate,
Is now a pillar of the State, ,
Which, unequivocally, shows
What goodness from a Guinness flows.

"LITTLE LADYSHIP," AT THE STRAND.

PEOPLE a good deal older than ourselves may recall a farce named "The New Boy." Played, if one's grandfather's memory can still be relied on, by Weedon Grossmith. Well, bright ideas can never be dulled; and here, after many years, *via* Hungary, we have a comedy somewhat on the same lines. A point, however, that will intrigue the aged, is: who was the original creator of the phrase: "A horse sweats, a gentleman perspires, a lady only *glows*"? Mr. Ian Hay uses it without acknowledgment. But the identification of the author should surely interest those who find this comedy otherwise lacking in wit. Here we have the story of an old man who marries a young wife. The predicament was surely Adam's? Though Sheridan was certainly the first to immortalise the dilemma in a phrase. Mr. Cecil Parker plays the rôle of a surgeon who has been knighted for his services at the unusually early age of thirty-seven. He has been seen, and loved at first sight, by a young minx in her teens (Miss Lilli Palmer). By means of a faked telephone call he is summoned to her bedside. Where, one regrets to say, he behaves with a lack of discretion that would surely call down the wrath of the General Medical Council. In Scene II. they are married, and the young bride finds herself enduring what those who live not in Mayfair thought peculiar to suburbia—boredom. What, she asks plaintively, is a young bride to do with her days? Someone unkindly suggests she might start using her brain instead of relying solely on her girlish charm. Which gives her an idea. She goes back to school. Very charming she looks, too, in her gym frock.

Unfortunately for Miss Lilli Palmer, the adaptor gives all his best lines to Miss Joan White. The rôle of an apple-chewing "wise-cracking" flapper is not a difficult one, but Miss White must be praised for playing it for all that it is worth. So, too, must Mr. David Tree, for his study of a nervous young mathematical master. Down to his badly cleaned brown shoes, he is the visiting tutor to the life. Miss Iris Vandeleur gives another of her inimitable sketches of a faithful maid.

A COMBINED LOURDES-CARLSBAD OF ANTIQUITY.

(Continued from page 246.)

bears witness to the fact that the hygienic conditions of the Asklepieion must have been excellent. While excavating the southern colonnade of the establishment, the archaeologists made an important discovery. This colonnade was not founded on rock; it stood above a lower storey of masonry, which also served to support the southern embankment of the enclosure. The columns in this "cellar"—still standing in place—proved to be of Hellenistic origin, and must have been taken from the temples of the first sanctuary.



AN EAST AFRICAN MILITARY CHALLENGE TROPHY: THE ARRESTING FIGURE OF A BUFFALO, IN SILVER, PRESENTED TO THE KENYA REGIMENT BY THE EAST AFRICAN MOUNTED RIFLES.

This sterling silver model of an East African Buffalo, presented to the Kenya Regiment (T.F.) by the East African Mounted Rifles, was made by Messrs. Mappin and Webb, of London. It is a miniature of large bronze by James L. Clark, a well-known New York sculptor.

The procedure all patients had to follow at the Asklepieion has been described before, (*i.e.*, in my previous article, mentioned above). Only one incomplete inscription exists, which contains the following instructions: "The patient

shall enter . . . ten days will pass . . . he shall wash himself . . . he shall take off his clothes and put on a white chiton . . . he shall wear clean bandages . . . he shall go in to meet the god . . . he who seeks relief shall enter the large dormitory . . . white lambs for sacrifice adorned with holy branches of the olive-tree . . . he shall wear neither ring nor belt . . . and shall walk bare-footed." It is interesting to learn from this inscription that "rings and belts" were regarded as hindrances to the cure, as the disease while vanishing might possibly be kept back. In conclusion, the author of this article wishes to acknowledge his indebtedness to Otfried Deubner for valuable help derived from his recently published work "Das Asklepieion von Pergamon" (Verlag für Kunstwissenschaft, Berlin, 1938).

Lord Southwood's Christmas Day appeal on behalf of the British "Wireless for the Blind" Fund raised the sum of £33,800—the largest amount ever received by any charity as a direct result of a broadcast appeal. In his appeal, Lord Southwood promised to see that the sum of five shillings was added to every pound received. With this addition, the Fund will benefit to the extent of some £42,000. Lord Southwood in a recent broadcast message took the opportunity of thanking all who had responded. He said that every one of the thousands of blind people who were without wireless when the appeal was made would now be provided with a set of their own. In addition, too, Lord Southwood revealed that the majority of those whose sets are old-fashioned will now be equipped with new sets of the very latest type.

The appearance of "Kelly's Handbook of Distinguished People, 1939," will be welcome to those who like to keep their books of reference up to date, and who find this bulky volume of value in keeping abreast with this changing world. The greater part of this book of some 2000 pages is occupied by biographies arranged in alphabetical order; many of these will not be found in other reference books, as the "Handbook" includes not only those who have titles and honours, or high rank in the Services, but those who are prominent in their own counties as landowners or magistrates. "Kelly's Handbook of Distinguished People, 1939," is published by Kelly's Directories, Ltd., 186, Strand, London, W.C.2. (Price: 40s.)

A G N E W



ROCHESTER

J. M. W. Turner, R.A.

66th ANNUAL EXHIBITION OF

WATER COLOUR AND PENCIL DRAWINGS

OPEN UNTIL MARCH 31st

43, OLD BOND STREET & 3, ALBEMARLE STREET, W.1

This England . . .



Oxfordshire—from the Chilterns nr. Stokenchurch

CRY not too swiftly with the good Dr. Johnson upon words “not yet refined from the grossness of domestic use.” For many are much older than we who find them new. When you “rummage” among words (an Elizabethan term for stowing the hold of a ship) you find that the “chap” or chapman who is your “boss” has in this last a name that has travelled six thousand miles from Holland via the Newer World. And if, like distant forebears, you go upon a “hike” and fatigue o’ertakes you, remember that luncheon is but a confusion with the ancient “nuncheon”—Middle English none-chenche—or midday draught. Then should you pour yourself a Worthington; a more youthful name for an old, old beer, refined these centuries past for domestic use.



SPRINGTIME HOLIDAYS ASHORE AND AT SEA.

By EDWARD E. LONG, C.B.E., F.R.G.S.

CRUISING IN MEDITERRANEAN AND ATLANTIC WATERS.

SPRING cruising holidays are very much to the fore this year—to judge from the highly attractive lists of spring cruises advertised by the leading steamship companies. As usual, at this time of the year, the Mediterranean is favoured, and also Atlantic waters, and prices are so moderate, bringing a cruising holiday within reach of those with very modest purses, that it is not surprising to find the cruising liners generally booked right up well ahead of time, which is an excellent reason why those who are thinking about spring cruising should make up their minds speedily on this point.

On a cruise to the Mediterranean, Gibraltar extends a welcome in no way lessened by the stress of recent events. The Rock, which, on its northern face, has an almost sheer drop to the sea of 1,400 ft., received its name from the victorious Moorish general Tariq, when he invaded Andalusia successfully in 711 A.D., and the modern version is a corruption of *Jebel Tariq*, i.e., the Mountain of Tariq. Among the many interesting sights in Gibraltar are the Moorish Castle, built by Tariq; the famous Galleries, a very cleverly designed defence system of underground passages, cut out of the hard rock, which were completed during the memorable defence of Gibraltar by Lord Heathfield against the combined forces of France and Spain during the years 1779-1783; the Trafalgar cemetery, in which are buried many of the gallant naval officers and seamen who fell at Trafalgar; the Museum, and the Moorish Bath, and the Barbary apes, the only representatives of the great monkey tribe to be found in a wild state in the whole of Europe. Gibraltar has delightful public gardens, with sub-tropical vegetation, several up-to-date hotels, good facilities for sport and amusement, and is an admirable holiday centre for excursions to places of interest in Spain and North Africa.

Northwards from Gibraltar the cruising liners, now that, unfortunately, the Spanish ports of Malaga, Palma, and Barcelona are not open to tourist traffic, make for Villefranche, a delightful old-world port on the famed Côte d'Azur, with a splendid harbour, which at one time sheltered a fleet of galleys maintained here by the principal

with its glories of the past, and the Grecian Isles, and take in Beyrout, on the coast of Syria, allowing time for a visit to Damascus, the oldest still inhabited city in

of the Gulf of Quarnero, calling, *en route*, at the Yugoslavian ports of Kotor, on the beautiful bay of that name; Dubrovnik, enclosed by ramparts and with mediæval city walls; and Split, where there are magnificent ruins of the palace of the Emperor Diocletian. Others include Athens,

of handsome avenues and luxuriant gardens, and with historic buildings of Gothic and Moorish times. At nearby Belem the Convento dos Jeronymos, founded in 1499, commemorates the discovery of the sea-route to India by Vasco da Gama, and within easy reach are Cintra and Estoril. Casablanca, on the African coast, is also a well-known port of call, affording an opportunity for visiting Rabat, one of the most interesting of Moroccan coastal towns—the Hassan Tower is a magnificent minaret of the Almohade period—and opposite Salé, once known as Salee, and then the worst pirate lair on the Barbary Coast. From the Moroccan Atlantic coast to the Canary Isles is a pleasant run, and Las Palmas, on Grand Canary, where cruising liners generally call, has a delightful situation, and is a very convenient centre for a motor drive through typical scenery—hills and valleys, teeming with vineyards and plantations of bananas. Santa Cruz is the port for Tenerife, and the grandeur of its mountain scenery, dominated by the Peak, which reaches a height of 12,200 ft., and a visit to Orotava, in the beautiful valley of that name, is one that should be made if possible. Funchal, the port for Madeira, has a magnificent harbour, and seen from the sea, its white houses scattered on the hill-sides amidst luxuriant vegetation, with lofty mountains towering behind, it is a charming sight. You can ascend, by car, or by rail, to a point, the Esplanade, some 3,300 ft. up, affording a wonderful panoramic view, and descend, in thrilling style, on a wooden sleigh, over smooth cobble-stones.

An Atlantic cruise which is quite off the beaten track is one to, and a thousand miles up, the River Amazon, crossing the ocean in its calmest part, where light winds and sunny days make life aboard ship one of great joy. A call is made at Pará, and you see the vivid beauty of the South American jungle at very close quarters when passing through the Narrows, and during a stay at Manáos, the Amazon end of the journey, there are expeditions to the beautiful Tarumã waterfall, and to forest lagoons where the giant Victoria Regia water-lilies grow. Although the weather in the spring is rather too warm for cruises to the West Indian Isles, this is not the case with Bermuda, where the climate in the spring is particularly pleasant, and yachting and boating and bathing—from beaches of pink coral—can be enjoyed to the full. Bermuda has some of the world's finest hotels, many golf courses, amidst glorious scenery, tennis, and angling for some of the gamest of fish; there are coral reefs teeming with the wonders of marine life, to be seen from glass-bottomed boats, and a very up-to-date marine museum; there are hedges of oleander and hibiscus, old houses of white coralline limestone gleaming in the sunshine, from among



IN TUNISIA: A TYPICAL STREET SCENE IN THE NATIVE QUARTER OF BIZERTA, WHICH PROVIDES MUCH OF INTEREST TO THE TOURIST. (Photograph by Royal Mail Lines.)



A DISTANT VIEW OF THE ROCK OF GIBRALTAR—SEEN FROM THE DECK OF A CRUISING LINER AT SUNSET. (Photograph by Lamport Holt Line.)

the world, and to the ruins of Baalbek; and to Jaffa, for Jerusalem, and Alexandria, for Cairo and its Citadel, the Pyramids, the Sphinx, and the Nile. Then, along the coast of North Africa are Tripoli, with a history dating from Roman times, and now the flourishing capital of the Italian colony of Tripolitania; Tunis, nowadays very much in the news, with its famous *suks*, and the site of Carthage near by; Algiers, an extraordinarily charming blend of the old and the new, with a picturesque old fortress, the Kasbah, and a native quarter of narrow,



ONE OF THE MOST MAGNIFICENT SPECTACLES IN THE WORLD: THE LOVELY TARUMÃ FALLS, NEAR MANAOS, BRAZIL. (Photograph by the Booth Line.)

European nations of the Mediterranean to protect shipping from the depredations of the Barbary corsairs! From Villefranche one has ample opportunities for visits to the gay Riviera resorts of Nice and Monte Carlo. Then across to Naples and its magnificent bay, with so much to see ashore, and from there to the fairy isle of Capri, and to such ports in the beautiful island of Sicily as Palermo and Syracuse. Malta, a much-favoured cruising port of call, thrills one with the mediæval battlements of Valletta, and with the splendid palaces there of the Grand Masters and Knights of St. John, who ruled the island for 250 years, and defended it for Christendom against the Turks. Elsewhere on the island are megalithic remains in a very fine state of preservation; in the old capital of Citta Vechia are the Catacombs and the ancient cathedral of Malta; and St. Paul's Bay is the site of the shipwreck of the Apostle in 58 A.D., when his stay resulted in the conversion of the Maltese to Christianity. Two other isles of the Mediterranean often figure in cruise itineraries—Cyprus and Rhodes, the former once the home of the Knights Templar, and where Richard Cœur de Lion married the young Queen Berengaria of Navarre, and, in Famagusta, forming part of the fortifications, is Othello's Tower, where Othello is supposed to have smothered Desdemona; Rhodes is the place in which lived the Knights of St. John before they were expelled by the Turks and fled to Malta. It has an old walled city, including splendid mediæval buildings, and rose gardens which have earned for it the title of "Isle of Roses."

Some cruises traverse the waters of the Adriatic, to the delightful Italian watering-place of Abbazia, at the head



CONTAINING MUCH THAT IS MEDIÆVAL AND OF HISTORIC INTEREST: A PICTURESQUE THOROUGHFARE IN THE OLD QUARTER OF RHODES.

Photograph by the Orient Line.

straggling streets and dark alley-ways, and Tangier, with its Catherine Gate and York Castle, reminders of the days when an English garrison held the port.

Cruises in Atlantic waters rarely fail to include Lisbon, a terraced city of green and white, seen from the Tagus,

thickets of dark green cypress, and the warmest of welcomes from the people of Britain's oldest continuously settled Colony.

And it is not too early to think of another Atlantic tour—to New York, to see the great World's Fair, which opens there at the end of April. It is a Fair exceeding £25,000,000 in cost, very pleasantly situated on Long Island. It will have some of the most thrilling spectacles the world has seen, a tower 700 ft. in height its dominating feature, and amongst the fifty nations participating is Great Britain, which will be represented by a pavilion consisting of halls of majesty and achievement, surrounded by a terraced garden of flowers.

Naturally, the leading steamship companies catering for the North Atlantic tourist traffic are doing their utmost to make it possible for everyone of moderate means, as well as those who are better off, to visit the Fair, and fares are quoted which make it one of the cheapest, for the distance travelled, of the coming holiday season. It is a splendid opportunity not only for visiting the great World's Fair, but also for visiting the United States and Canada, for all manner of combined trips have been arranged, at very special inclusive prices, which enable visitors, after seeing the Fair, to go on to the leading cities of the United States and Canada, and to see such far-famed beauty spots as the Rockies of Colorado, the Grand Canyon, the Valley of the Yosemite, the Canadian Rockies, and Niagara Falls. It may be many, many years before another such opportunity presents itself, and all who can do so should avail themselves of this one.



Winter Season 1939 - Some Outstanding Dates

March 1st. Wagner Concert with Mme Germaine Lubin, singer.

★ March 3rd. Music Gala with dancing by Clotilde and

Alexandre Sakharoff. ★ March 8th. & 10th. Emile Sauer,

pianist. ★ March 16th. Golf - Rivett Carnac Challenge Cup. ★

March 22nd. Mme Maria Reining, singer. ★ March 24th.

Jacques Février, pianist. ★ March 29th. Torsten Ralf, tenor. ★

April 1st. Ballet Season opens. ★ April 5th. Gala Concert con-

ducted by Erich Kleiber. ★ April 6th. Golf - President's

Challenge Cup. ★ April 7th. Brahms' Requiem conducted by

Erich Kleiber. ★ April 10th. - 16th. Easter Tennis Tournament.

★ April 12th. & 14th. Concerts with Fritz Kreisler.

The HOTEL DE PARIS ranks amongst the famous hotels of the world, and the comfortable HOTEL HERMITAGE is under the same management. There are innumerable other hotels to suit all purses, particulars of which can be obtained from Messrs. Thos. Cook & Son, Limited and all travel agencies.

HOLIDAY RESORTS IN ITALY, FRANCE AND SWITZERLAND.

IN the latter half of February our thoughts turn instinctively to the advent of spring, and those who are fortunately able to take holidays at this very delightful season of the year commence planning them. The choice of a resort is, of course, the most important item, and those who wish for flowers and sunshine seek the sunny shores of Southern Europe, seen at their best when the blossoms of springtime and the fresh green foliage enhance their beauty. Italy is a land of many opportunities for the spring holiday-maker, having so many delightful centres with an attractive spring climate; and travel in Italy has been greatly simplified of late by the electrification of two long sections of the railway system—from Milan to Bologna and from Florence to Rome, which effects a considerable saving of time in journeys from the north of Italy to the south, and makes it possible now to travel from one end of the peninsula to the other by electric trains.

Springtime on the Italian Riviera finds San Remo very gay, with opera, symphony concerts, dancing, floral fêtes, and play at the fine Casino; and another of its attractions is the 18-hole golf course, whilst the funicular up to Mont Bignone (4000 feet) takes one to points from which there are magnificent panoramic views of mountain and coastal scenery. Rapallo, Alassio, Bordighera, Santa Margherita and Ospedaletti are other Italian Riviera centres where you may be sure of an enjoyable and healthful time. Easter in Rome is an experience not to be equalled, and this season of the year is one when Naples is also very inviting. The season is at its height, and the climate is genial for excursions to Vesuvius, to Pompeii and Herculaneum, and to the charming little islands of Ischia and Procida. The Isle of Capri, always beautiful, is enchanting in its robe of spring flowers; likewise Sorrento, which has a wealth of orchard blossom. Both of these are ideal resorts for spring holidays, and the same may be said for Amalfi, set at the foot of tall cliffs, in an exceedingly sheltered situation, with a southern aspect, and where you can pass the time wonderfully pleasantly in a terraced garden overhanging the sea and flooded with sunshine.

"Primavera," to quote that altogether delightful Italian word for spring, is a season which means much indeed to Sicily, giving it a climate which is unrivalled in

A favourable rate of exchange makes the idea of a holiday in France a very appealing one, for hotel prices in the most fashionable resorts on the Riviera are amazingly moderate, and the special tickets for the return journey issued by the French Railways make the travel cost very reasonable. Monte Carlo, with its world-famed Casino and its splendid terraced gardens, its luxurious International Sporting Club, and its renowned Hôtel de Paris, is superbly equipped for pleasure and is, perhaps, the world's most cosmopolitan



NEAR MONTE CARLO: A CANADIAN PACIFIC LINER OFF THE COAST OF THE RIVIERA DURING A CRUISE IN THE MEDITERRANEAN.

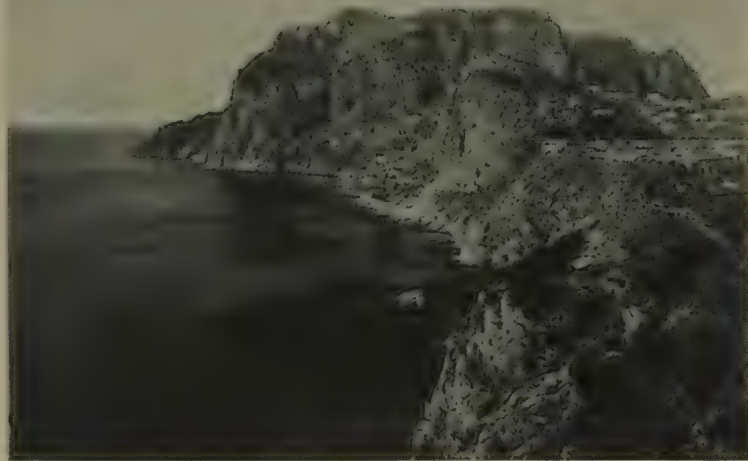
Canadian Pacific Photograph.

resort. Apart from its floral fêtes, and its International Regatta, it has a programme of special events this season which includes a Wagner concert, with Madame Germaine Lubin as singer; a music gala, with dancing by Clotilde and Alexandre Sakharoff; pianoforte recitals by Emile Sauer and Jacques Février; a concert of English music conducted by Sir Adrian Boult; a gala concert conducted by Erich Kleiber, and a Ballet Season; and from Feb. 27

to March 5 an International Tennis Tournament will be held which will include play for the Butler and Iliffe Trophies, whilst on March 16 is the Rivett - Carnac Challenge Cup golf competition. Nice has the advantage of being the largest resort by far on the Riviera, and accordingly it has a host of attractions, one of the chief of which is its race meetings, the star turn of which is the Grand Prix. Like Monte Carlo, Nice has good facilities for tennis and golf, and its Carnival, and the attendant Battles of Flowers, is a festive time almost beyond belief. Cannes and Mentone are likewise very bright and gay, with abundant opportunities for

are very bracing in the spring, and where you can be sure of an interesting time. For one thing, there are excellent roads for motoring amongst the Pyrenees, the Basque countryside is a fascinating one, and you are not far from one of the frontiers of Nationalist Spain, at Hendaye. Then Corsica is an inviting island for a spring holiday, particularly in the south, at Ajaccio, the birthplace of Napoleon, which is well-nigh embowered in tamarisk and mimosa, and has a profusion of palms. The scenery of Corsica is amazingly varied, embracing snow-capped mountains, vast forests of beech, oak, cork and fir, hill-slopes thickly covered with *maquis*, a growth of arbutus, cistus, myrtle, rosemary, and honeysuckle, the fragrance of which scents the air, and rose-coloured rocks, and the fortress town of Bonifacio, perched high up on crags by the sea, is quite a world wonder. The list of French resorts for springtime holidays would not be complete if one failed to mention such far-famed North African resorts as Algiers and Marrakesh.

Algiers is an excellent centre for exploring Algeria and Tunisia, and the Sahara; and Marrakesh for Morocco, and especially the mountain ranges of the High Atlas. Special reduced fares have just come into force on the railways of Tunisia, and on the tariffs of the auto-car services, for those who possess a *carte de légitimation*, costing ten francs, and during the Easter holiday period special return tickets at half-rate on two single fares will be issued by the Algerian Railways to Tlemcen, Beni-Ounif de Figuig, Djelfa, El Kantara, Batna, Biskra, and Touggourt.



SHOWING ITS MAGNIFICENT CLIFF SCENERY: A VIEW OF THE ROCKY COAST OF THE ISLE OF CAPRI.

Photograph by Enit-London.

Spring holiday-makers in Switzerland usually betake themselves to one or the other of the lovely lakes for which the land has such renown. First among these in romantic beauty is Lucerne, around the shores of which cling so many of the legends associated with William Tell. Then, apart from the great attractions of Mount Pilatus, the Rigi, the Trübsee, the Bürgenstock and the Stanserhorn, and such beauty spots as Küsnacht, Stansstad, Vitznau, Weggis, Seelisberg, and Flüelen, there is the old city of Lucerne, proudly set amongst the mountains, by the gleaming waters of the lake, with mediæval walls and towers, and quaint bridges which invest it with a fantastic charm. Lucerne has a fine Casino-Kursaal, a unique glacier garden, and a Wagner Museum, and it is

the principal centre for steamer trips on and motor trips around the Lake of Lucerne. On the Lake of Geneva there are several extremely desirable holiday centres—Geneva retains a strong attraction for the tourist, with its beautiful situation, affording a magnificent view of Mont Blanc across the lake, with its splendid squares, avenues, and buildings, and its interesting old quarter, Rousseau's Isle, and its proximity to the mountains of the Jura and the Salève; Lausanne, the grand old city of the Vaudois, with many fine memorials of its stirring history, to-day very up-to-date in its provision for the holiday-maker; Vevey, very English in its associations, and so well known from the novels of Victor Hugo and Thackeray; and Montreux, with a lovely view of the Dents du Midi, the historic Castle of Chillon near by, splendid promenades by the lake, and gloriously wooded slopes above, leading to charming little Glion; whilst high above is Caux, and higher still are the Rochers de Naye, from the peaks of which the panoramic view of the lake and mountains is superb.

Further southwards are the Lakes of Lugano and Maggiore, the former with Lugano, magnificently situated by the lake, between Monte Bré and Monte San Salvatore, and the latter with Locarno, in a sheltered position at its northern end, as holiday resorts, with a very mild and genial climate, and with a luxuriant vegetation, sub-tropical in character, among which the olive and cypress, camellia and magnolia, orange, oleander and eucalyptus are to be found. Each has a charming old-world quarter, and each is very up to date in the character of its accommodation, and its facilities for sport and amusement.



SPRINGTIME ON THE LAKE OF LUCERNE: A PHOTOGRAPH SHOWING LUCERNE IN THE DISTANCE, WITH THE SNOW-CLAD HEIGHTS OF MOUNT PILATUS FOR A BACKGROUND.

Photograph by Franz Schneider.

Europe for its mildness, and which sets the fruit orchards, the orange and lemon groves, and the gardens ablaze with blossom at a time when vegetation further north is only in bud. Palermo, with its masterpieces of Arabo-Norman architecture, has a most inviting setting among orchards and gardens, with Monte Pellegrino forming a spectacular background.

At near-by Mondello there is a fine stretch of sea-shore, with good bathing, and a golf course, and a holiday spent there enables one to explore the magnificent remains of ancient Greek civilisation in Sicily, at Segesta and Agrigento. Taormina, a few miles from the southern end of the Straits of Messina, is one of the world's beauty spots, and its view of snow-capped Etna is unrivalled, whilst in Syracuse, lovers of the classics can recapture the spirit of those stirring days when this city was able to withstand successfully the naval might of Athens! Italy has holiday resorts with a spring season in Brioni, an attractive little island in the Upper Adriatic, not far from Pola on the mainland, and Abbazia, on the eastern coast of Istria, with fine scenery and sub-tropical vegetation. Well-sheltered resorts on the lovely lakes of Garda, Como, and Maggiore are also pleasant for spring holidays, and those who love to be among the mountains will find Merano, among the Dolomites, a delightful spot, with abundant sunshine.

France vies with Italy in the number of resorts available for springtime holidays, and in their varying charms.



RAPALLO AS SEEN FROM THE HEIGHTS ABOVE THE TOWN: A CHARMING VIEW OF A RESORT WHICH IS VERY POPULAR WITH SPRINGTIME HOLIDAY-MAKERS.

Photograph by Enit-London.

the lovers of sport. Hyères, with lovely palm-lined avenues and gardens, is a charming spot for a restful holiday, and there are smaller places, such as St. Raphaël, Ste. Maxime, Juan-les-Pins, and Beaulieu, where the climate is excellent and the scenery delightful.

France also has those two very attractive resorts on the Basque coast—Biarritz and St. Jean de Luz, which

A CRUISE THAT IS DIFFERENT



WITH Spring just around the corner, it is time to make plans for early holidays. A 14-days fair-weather voyage, and an infinite choice of diversions to look forward to, will be a welcome change from the conventional vacation.

Turn your thoughts to South Africa—Consult your local Travel Agent or the South African Travel Bureau, Trafalgar Square, London, W.C.2.

SOUTH AFRICA

'ATLANTIS'

for cruising
at its best



SPRING
CRUISES

To WEST AFRICA & MADEIRA

MAR. 25. From Southampton to Casablanca, Dakar, Madeira and Lisbon.

17 days from 27 gns.

To MEDITERRANEAN AND ADRIATIC

APRIL 14. From Southampton to Algiers, Syracuse, Venice, Split, Trogir, Kotor, Dubrovnik, Malta and Lisbon. 21 days from 34 gns.

Write for the 'Zodiac' booklet giving the full 1939 cruising programme.



ROYAL MAIL

ROYAL MAIL LINES, LTD., America House, Cockspur St., S.W.1 (Whitehall 9646), Royal Mail House, Leadenhall St., E.C.3 (Mansion House 0522), and at Southampton, Liverpool, Birmingham, Manchester, Cardiff, Glasgow or Local Agents.

Refuge FROM Racket

If you leap wildly when somebody slams a book . . . if shrieking sirens and honking horns have murdered sleep . . . if, in short, the world is too much with you . . . why do you endure it?

In Bermuda you can relax in perfect peace . . . in the sweet serenity of another world.

A humane Parliament prohibits motor traffic and billboards . . . noise and haste and other crimes. The sympathetic Gulf Stream, silently co-operating, prevents extremes of temperature.

Here are fine golf courses . . . game-fishing . . . boating . . . tennis courts . . . coral bathing beaches . . . and buoyant surf aglow with blending rainbow colours.

Bermuda, Britain's oldest colony, is sanctuary from to-day's clamour and strain . . . an island refuge wherein life is graced by leisure, and rewarded with quietude.



YOU CAN GO BY SEA OR AIR

Return steamship fares to this Atlantic Colony are from £36. If you travel via New York, daily air services carry you to Bermuda in 5 hours. For further information apply to your travel agent or to the Bermuda Trade Development Board, 329, High Holborn, London, W.C.1.

Bermuda
PLEASURE ISLAND



*First Class
Cruising
Liners*

VOLTAIRE AND VANDYCK

Window or Port-hole in every room

APRIL 6—EASTER TWO CRUISES

"VOLTAIRE" from Southampton to Mediterranean, calling at Gibraltar, Villefranche (Monte Carlo, Nice), Naples, Capri, Lisbon. **18 days from 25 gns.**

"VANDYCK" from Liverpool to Canary Isles, calling at Casablanca, Teneriffe, Santa Cruz de la Palma, Madeira, Lisbon. **18 days from 25 gns.**

APRIL 29: TO EGYPT

"VOLTAIRE" from Southampton to Eastern Mediterranean, calling at Gibraltar, Athens, Alexandria (for Cairo), Malta, Bizerta (for Tunis), Lisbon. **24 days from 35 gns.**

MAY 13. "Vandyck" from Liverpool to Canary Isles. **14 days from 18 gns.**

MAY 27 (Whitsun). "Voltaire" from Southampton to Mediterranean. **18 days from 26 gns.**

And regular sailings to end September from Southampton and Liverpool.

LAMPOR & HOLT LINE LTD.

Royal Liver Building, Liverpool, 3 (Tel. Bank 8850). 27, Leadenhall Street, London, E.C.3 (Tel. Royal 5723). 64, Cross Street, Manchester, 2 (Tel. Blackfriars 2806) or tourist agents.

1,000 miles up the

AMAZON



Booth Line

For full particulars and illustrated booklet apply to Dept. No. 16, BOOTH LINE, Cunard Building, Liverpool 3, and 1-3, Robert St., Adelphi, London, W.C.2, or the usual agents.

A THOUSAND MILES between the strange, wonderful banks of the Amazon, to Manaus in the heart of Brazil, in the same ocean-going liner that takes you to Portugal, Madeira and across the South Atlantic. These fascinating tours, lasting seven weeks, leave Liverpool on March 28, April 18, May 31 and throughout the year by s.s. "HILARY" and "ANSELM." Fares £75, £80 and £85 include all organised shore excursions. Single and two-bedded cabins—no inside rooms. Reduced summer fares, May to September, £60, £70, £75.

HOLIDAY RESORTS IN GERMANY, HOLLAND AND PORTUGAL.

THE weather can be very pleasant in the Rhineland in April, and in addition to the great attraction of the Rhine, its castles, legends, and romantic scenery, Germany has the Black Forest for a delightful spring playground. There are those all-the-year-round resorts, Wiesbaden and Baden-Baden, admirably organised for sport and amusement; the mediæval walled towns of Northern Bavaria—Rothenburg, Dinkelsbühl, and Nördlingen; Munich, with its architectural glories and its proximity to the Bavarian Alps, for tours among the mountains; and, further on, eastwards, the city of Vienna, which always has a very gay spring season, and where there is much to see—the famed Gothic Cathedral of St. Stephen, the palaces of Schönbrunn and Belvedere, the Museum of Art, and the Liechtenstein Gallery—and to do, for Vienna is a city of music and song.

Holland is also gay in the spring-time, for then you can travel for miles through fields of bulbs of almost every conceivable colour. Old-world Haarlem, with its fascinating Groote Markt and its far-famed Franz Hals Museum, is the centre of bulb-land, and when you have had your fill of the wonders of nature Holland has to show, you can spend a few days very pleasantly in Amsterdam, where most of the world's diamonds are cut, and where there are



A PICTURESQUE CANAL-SIDE SCENE IN THE HEART OF AMSTERDAM—ONE OF THE MANY PLEASANT WATER-WAYS OF THE GREAT CITY. (Photograph by Edward E. Long.)

such outstanding sights as the Rijks Museum, containing the pick of the masterpieces of Dutch painters; Rembrandt's house, where there is a collection of many of his etchings and drawings; and the world's oldest pawnshop! Then there are those famous old towns, Utrecht, Dordrecht, Delft, Leyden, Zutphen, Gouda, Amersfoort, Maastricht, Nijmegen, and Middelburg to be seen and no one should leave Holland without a peep, at any rate, at her delightful capital, The Hague—to my mind, a capital that is ideal.

Belgium's spring season finds Ostend, with its splendid Casino-Kursaal and its manifold attractions, ready to receive visitors and to give them a remarkably good time, and Easter is most appropriate for a visit to Brussels, city of fine streets and avenues, and with a square, the historic Grand' Place, which is considered to be the finest mediæval square in Europe. Belgium has Bruges, with its very great old-world charm, wherewith to delight the visitor to her shores, and there are, too, Ghent, and its ancient abbeys and churches; Antwerp, and its splendid Gothic cathedral, the metropolis of Flemish art, Malines, Louvain, Charleroi, and Namur to appeal to lovers of art and the picturesque; with, of course, Ypres, Mons, and Zeebrugge and their tragic war-time memories.

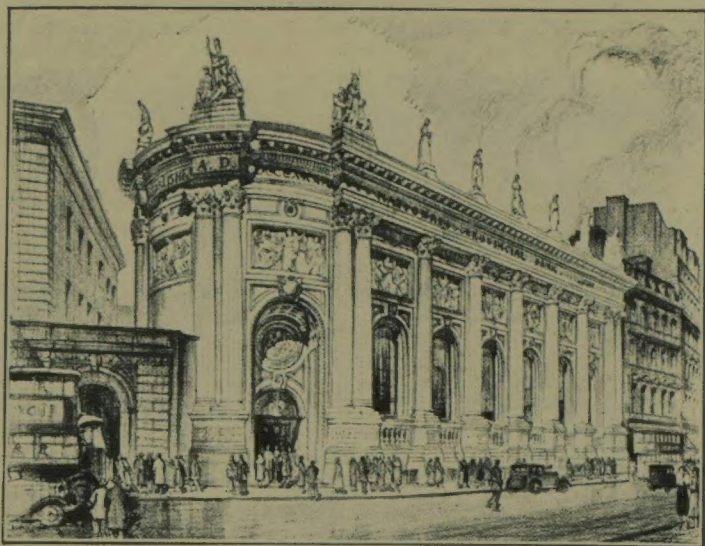
Portugal is favoured with the possession of Estoril, some fourteen miles from Lisbon, which, with its sunny sheltered situation, is one of the warmest spots in



SHOWING A CHARMING COMBINATION OF LAKE AND MOUNTAIN SCENERY: A VIEW OF HALLSTATT, IN THE AUSTRIAN LAKE DISTRICT. (Photograph by Österreichisches Verkehrsbureau.)

Europe in the spring. It has a really splendid bathing-beach, very gradually sloping to the sea, and of firm sand; a good golf course, looking south to the sea and north to the wooded hills of Cintra; tennis; a fine esplanade; a Casino and good hotels, and is a centre for interesting excursions—to Cintra, Cabo da Roca, Guincho Beach, "Bocca da Inferno," and elsewhere; and a great advantage of a stay there is that Lisbon, with its splendid shops and parks and places of amusement, is within easy reach, by a very frequent electric tram-service.

Arrangements for travel abroad, by land or by sea, of any kind, are made by Messrs. Thos. Cook and Son with a skill born of very long experience and a command of many special facilities. Their programme for spring and Easter travel this year includes a grand tour of Italy, and allowing Easter to be spent in Rome; and holidays at Bordighera, San Remo, Alassio, Merano, and the Italian lakes; special trains for holidays in Switzerland—Lugano, Locarno, Montreux, Lausanne, Oberhofen (Lake Thun), Interlaken, and Wilderswil, at special all-in prices, and, at Lucerne, a price including local excursions by autobus and on the lake steamers; conducted sight-seeing holidays in Paris; special train to the Riviera—for Monte Carlo, Mentone, Cannes, Nice, Beaulieu, and Juan-les-Pins; holidays in Biarritz, Rouen, and Le Touquet; also Ostend, Blankenberghe, Knock-le-Zoute, Brussels, Namur, and Bruges; a motor-coach tour through Holland—to see the bulb fields; and a tour visiting Amsterdam, Utrecht, and the dead cities of the Zuider Zee; a motor tour through the Rhineland, the Bavarian Alps, and Tyrol; a motor tour to Berlin, Potsdam, Dresden, Thuringia and the Harz Mountains; a conducted Rhine tour, and a conducted holiday in Berlin; a 2200-mile motor tour through Germany and Hungary, visiting the principal centres; a rambling holiday in the Ardennes and a walking holiday in the Rhineland.



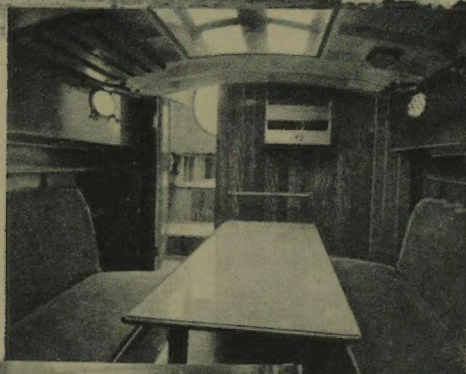
A view of Head Office : 15, Bishopsgate, London, E.C.2

TRADITION

€

The progress of a Bank is largely dependent upon its ability to serve the public.

The National Provincial Bank has a proud record extending over 100 years which has ensured a solid foundation for the modern Banking service it is able to offer today.



(Above) Saloon, looking aft.
(Left) Galley and forepeak.

of novel design, with generous accommodation, is suitable for both estuary and coastal cruising. It is one of more than a score of Thornycroft Pleasure Craft, from 20 ft. to 66 ft. in length, illustrated, described and priced in our Booklet 1773! Write for a free copy to-day, to: John I. Thornycroft & Co., Limited, Thornycroft House, Smith Square, London, S.W.1

*

If you would make the most of the cruising days just ahead

now is the time to order your

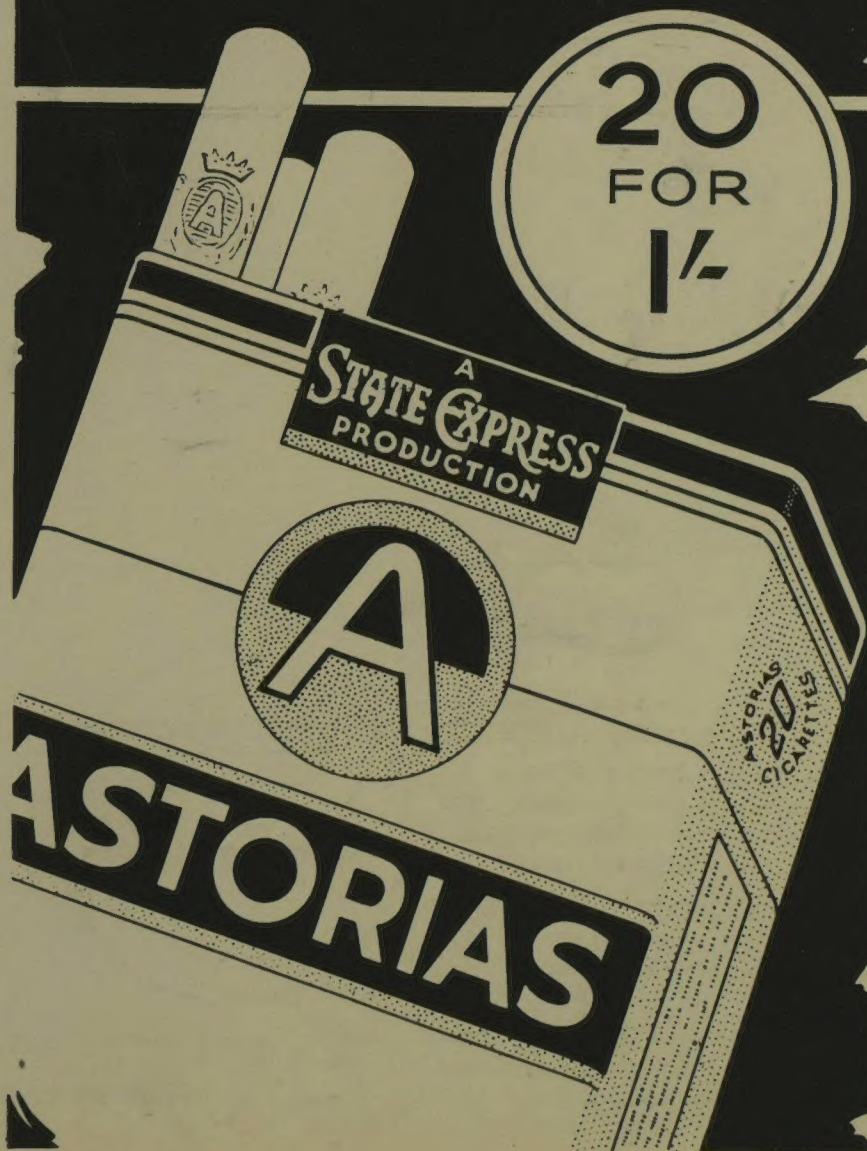
THORNYCROFT
PLEASURE CRAFT

Have you tried

ASTORIAS

THE NOVEL INVENTION
IN
CIGARETTE
BLENDING

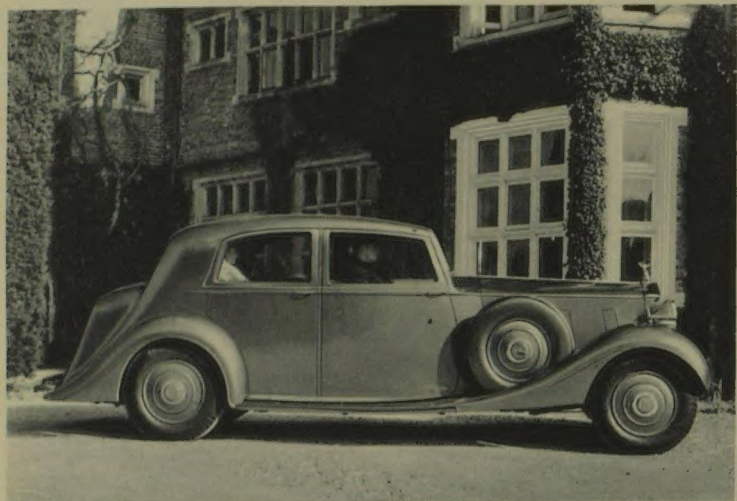
Easy to smoke!



THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

LORD AUSTIN welcomed a large number of motorists and dealers to the Longbridge Works on the last day of January, when they were introduced to the new series of 30-cwt., 2-ton and 3-ton load-carrying Austin commercial vehicles powered by a 70 h.p. six-cylinder, overhead-valve, engine which develops that force at 2800 revs. per minute. Rated at 27-30 h.p. these medium-load vehicles should be very popular, as the chassis are substantial in construction and (with short and long chassis) this type of lorry offers the business transport world twenty-eight models. These include hydraulic and hand-operated tippers, drop-sided and platform lorries, also box, "Luton" and bulk-capacity vans, prices ranging from £225 for platform 30-cwt. lorry, £287 for 2-ton "Luton"-type van, or £315 (on long chassis) to £322 for 3-ton long-wheelbase drop-sided lorry. These "commercials" have drivers' cabs



A CAR WITH GRACEFUL, SWEEPING LINES WHICH CARRY THE LARGE LUGGAGE ACCOMMODATION IN THE REAR BOOT: A THRUPP AND MABERLY TOURING LIMOUSINE ON A ROLLS-ROYCE "PHANTOM III." CHASSIS.

The body of this Thrupp and Mabery touring limousine is finished in black pearl and the interior is upholstered in soft grey leather. It has a radio set, car-heater, and an electrically-operated rear blind.

that are as comfortable and as well equipped as the Austin private cars, which (taken into consideration with safety glass fitted all round) should prove a good selling point.

Lord Austin referred to the excellent work done by Austin commercial vehicles after the war. Some of these are still in service. He also touched on the rail-road controversy. "I do not intend that any remarks of mine on this thorny subject should embarrass the negotiations which are at present proceeding except to wish them a speedy and successful conclusion," he said. "Both types of transport are equally essential to national economy and well-being."

Messrs. Wolseley Motors, Ltd., have introduced as their spring novelty a super-luxurious 25-h.p. six-cylinder drop-head coupé which should find many willing buyers at its price of £498. This new model is really two carriages for the cost of one, as it is a true cabriolet drop-head, providing window lights for the rear-seated passengers whether the head is up or down, and is as snug and free from draughts with the head up as any fixed-head closed saloon. I think Mr. W. M. W. Thomas, the managing director of Wolseley Motors, Ltd., must have had in mind the personal motoring preferences of his chairman, Lord Nuffield, in producing this cabriolet coupé. Lord Nuffield likes driving in an open car as long as he is protected from side-draughts, a desire this 25-h.p. car is amply equipped to satisfy. Personally, I think it is the best £500-worth in the motor market at the moment,

as it has silence, speed, comfort, is smart in its appearance, and equipped with all the latest gadgets, including winding rear quarter-lights, which can remain open or closed according to desire,



IN RURAL SURROUNDINGS: AN AUSTIN "TWELVE" "ASCOT" SALOON WHOSE SIX LARGE WINDOWS PROVIDE EXCELLENT VISIBILITY.

Riding ease and comfort in the Austin "Twelve" "Ascot" saloon are assured by the fitting of shock-absorbers of a new type, lubricated road-springs and an improved rear axle.

and good luggage accommodation. There is no doubt that motorists like the exhilaration produced in their own persons by driving in open cars when the weather is suitable. This is where this Wolseley 25-h.p. coupé scores as the head folds neatly away giving an entirely open car, but with the advantage, already referred to, of having windows on each side to raise or lower at will to shield the occupants from side-draughts.

Birmingham Town Council have decided to provide an air raid shelter and car park in peaceful times for its citizens and visitors to this Midland metropolis. It will be built of cement and concrete to house 260 cars under the new St. Martin's Toll Market and, it is stated, will be able to hold 3500 persons when

[Continued overleaf.]

BENTLEY
The Silent Sports Car

BENTLEY MOTORS (1931) LTD, 16 CONDUIT ST LONDON W1. TELEPHONE: MAYFAIR 4412

BUY A CAR MADE IN THE UNITED KINGDOM

MORRIS RECORD SALES are the finest

ASSURANCE POLICY

when buying a car

People talk—especially about cars. A man who feels a pride in his car every time he uses it is not slow to pass on his enthusiasm to his friends. It is only in this way that sales can grow—as Morris sales have—to become a record for the Industry. Just because these record sales are based on the enthusiasm of actual owners, they are a guide you can trust—an assurance policy that sets its seal on the wisdom of your choice.

MORRIS TWELVE-FOUR Series III Tax £9
SALOON (Fixed Head) - £205 **SALOON (Sliding Head)** - £215
Jackall Hydraulic Jacks £5 extra. "TripleX" Safety Glass. Prices ex works.



PEOPLE TALK - that's the foundation of
MORRIS *success!*



IF YOU DON'T BUY MORRIS AT LEAST BUY A CAR MADE IN THE UNITED KINGDOM

MORRIS MOTORS LIMITED, COWLEY, OXFORD

Sole Exporters: Morris Industries Exports Limited, Cowley, Oxford, England

M.352

AMPLIVOX

HIGH FIDELITY
 HEARING AIDS
 for the **DEAF**

are recommended by the Medical Profession throughout the world in difficult cases of deafness, and where it is desired to get the best possible results in general conversation, and at meetings, theatres, etc. A brochure giving full particulars and much information on deafness and hearing aids can be obtained on application to:—

AMPLIVOX LTD.,
 Amplivox House, 2, Bentinck Street,
 London, W.1.
 29, St. Vincent Place, Glasgow, C.1.
 62a, Bold Street, Liverpool, 1.



NOTABLE NUMBERS

BISHOP HOOPER'S LODGING, 103, WESTGATE ST., GLOUCESTER. An excellent example of half-timber construction dating from early 17th century.

In the cigarette world another number with definite associations is Player's No. 3. Exquisitely cool and mellow in smoking, the choice Virginia leaf used in manufacture ensures that little extra quality which always appeals to the discerning smoker.

PLAYER'S

NUMBER 3
 EXTRA QUALITY VIRGINIA

20 FOR 1/4

50 FOR 3/3

50 TINS (plain only) 3/4

PLAYER'S
 No. 3 are
 supplied
 either plain
 or cork-
 tipped soak
 for which
 you prefer.

SOW

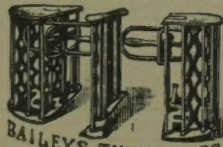
Barter's
 TESTED SEEDS

GARDEN & LAWN
 CATALOGUE FREE

RAYNES PARK,
 LONDON, S. W. 20



BAILEY'S TURNSTILES



Supplied to Greyhound Tracks, Racecourses, Cricket and Football Clubs, Zoological Gardens, Piers, Baths, Etc., all over the world. 'Coin-in-Slot' Turnstiles. Sir W. H. BAILEY & Co. Ltd. SALFORD 5.

COME TO
DAVOS
 Dorf
 and stay at the
FLUELA
SPORT
HOTEL

A. Gredig, Propr.

The historical Hotel in the centre of the best ski-ing district in Switzerland

*

The Fluela stands a stone's throw from the Parsenn line, and thus at the very hub of the world-famous ski-ing merry-go-round Davos-Parsenn - Jenaz - Kublis - Davos

GOOD SKI-ING TILL
 END OF APRIL

(Continued.)

used as a shelter. When the new car park is completed, motorists will be expected to use it instead of parking their cars in adjoining streets, so visitors to Birmingham in the future will thus subscribe towards the general cost of this A.R.P. car park. I can only hope that the Birmingham Town Council will make the fee 6d., and then people will use it willingly and not need compulsion.

Brussels had in January its thirtieth Motor Show, in which eight countries displayed their cars, lorries, accessories and motor-cycles, as well as bicycles. British exhibits included Bentley, Ford, M.G., Morris,

open touring car still finds many customers abroad. The U.S.A. displayed many models of various makers, but General Motors made the biggest bid for business against the Germans.

An attractive addition to the range of their cars has been made by the Standard Motor Company, Ltd. This new model is a roomy well-finished drop-head coupé on the 8-h.p. Standard chassis. Its price, £159, entitles its makers to declare that it is the lowest-priced coupé on the British market. As this chassis has a very economical engine, tested to travel 45 miles to the gallon of petrol at usual cruising

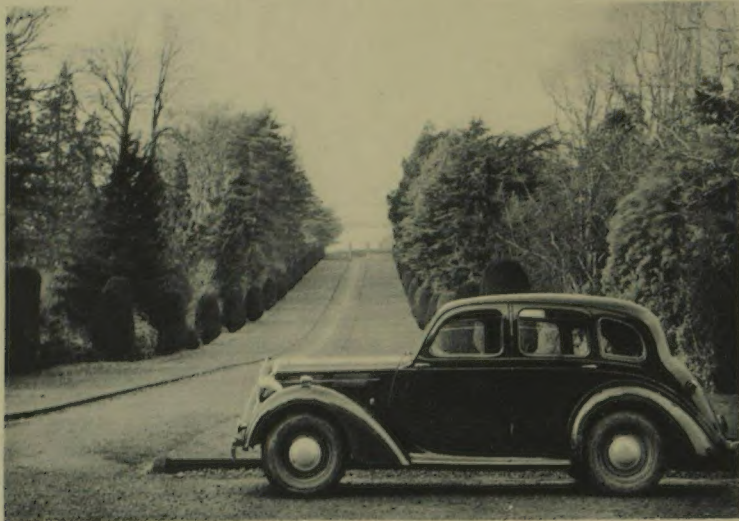
speeds, this new coupé should be a success, with many sales to motorists needing dual-purpose open and closed cars. Independent front-wheel suspension, both front seats capable of tipping the back squabs to make entrance and exit easier from the rear seats, a genuinely spacious car for its rating interior, good leg room and good quality furnishings are its virtues. The hood or head folds neatly when lowered and does not rattle when raised, being held firmly taut by

chromium-plated elbow-irons.

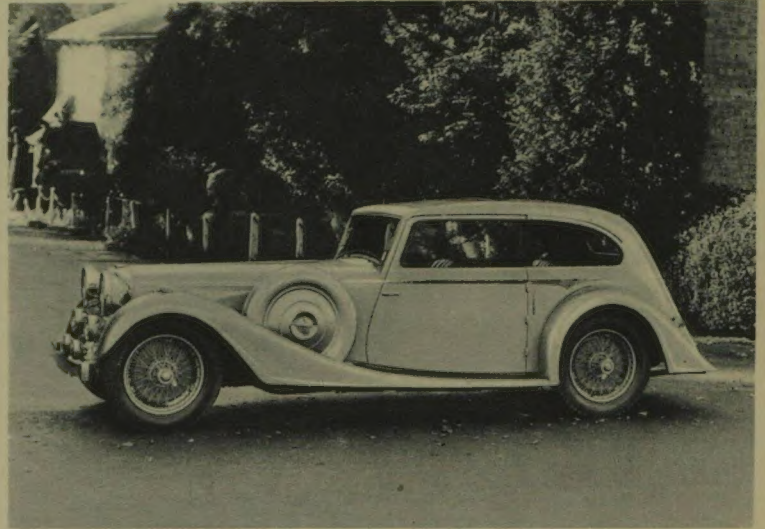
The safety Triplex glass wind-up door windows are wide and deep, so the car is well illuminated in its interior when driven as a closed carriage. A roomy luggage-locker is provided behind the back of the rear seats, the squab tilting forward to give easy access to stow suit-cases and luggage generally in this rear locker. There are, of course, the usual fittings—bumpers and lamps, electric screen-wiper and foot-operated head-lamps dip switch. This

8-h.p. coupé has a speed of over 60 miles an hour if needed and runs very smoothly with its three-bearing counter-balanced crankshaft and flexible "buoyant" engine-mounting. If this car is not large enough there is the "Flying Standard" 20-h.p. model costing £299, a very low price for a family car. This saloon can attain a maximum of 76 m.p.h., and has a fuel consumption of 22 miles per gallon.

"Whitaker's Almanack" is one of the most concise and comprehensive of all works of reference. The seventy-first annual volume, for 1939, is now on



SEEING BRITAIN IN COMFORT: A STANDARD "TWELVE," AN IDEAL CAR FOR THE OWNER-DRIVER PHOTOGRAPHED IN THE SPACIOUS GROUNDS OF MONTACUTE HOUSE, NEAR YEOVIL.



AN ALVIS CAPABLE OF EXCEPTIONALLY HIGH PERFORMANCE, ATTAINED WITHOUT SACRIFICING SMOOTHNESS, SAFETY OR SILENCE: THE "SPEED TWENTY-FIVE" PILLARLESS SALOON.

Rolls-Royce, Vauxhall, Hillman, Dunlop tyres, Jaguar, and S.S.—all of whom have agents in Belgium. Details of the Austin commercial-vehicle models were not released until Feb. 1 or else they might have been exhibited there, as the demand for business motors is increasing in Belgium. There were forty-nine well-known car makers exhibiting at Brussels and both Continental and English coachwork showed many novel improvements. The cabriolet or drop-head coupé is the latest popular design, although the

sale at the usual price of 12s. 6d. for the library edition; 6s. for the full cloth-covered issue; and 3s. for the abridged volume in paper cover. There is practically no subject on which "Whitaker" cannot enlighten its readers. This year the summary and chronicle of affairs at home and abroad deals with such grave events as the recent Crisis, the war in Spain, and the complicated international situation; and, of course, the standing portions of the book have been thoroughly revised and brought up to date.



**FOR
YOUR
THROAT**

*In wet, damp weather
your throat is especially
susceptible to infection.
Protect it with these
luscious pastilles, which
contain the fresh juice
of ripe blackcurrants.*

Allenburys
GLYCERINE & BLACKCURRANT
PASTILLES
FROM ALL CHEMISTS 8d. & 1/3

ENCHANTING SPRING HOLIDAYS and
SPLENDID SUNSHINE
await you in

MERANO

THE GARDEN
CITY OF THE DOLOMITES.

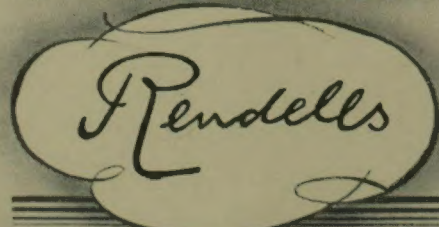
Flowers blossom early in this favoured corner of Italy. Fruit trees are already in full bloom. Invigorating climate for your health, and all kinds of social and sporting events for your entertainment: symphony concerts, operas, fêtes, dances, race and polo meetings, tennis tournaments. Charming walks and excursions in the magnificent surroundings.

RIVA—TORBOLE

The most popular bathing resorts on Lake Garda. Excursions. All sports. Picturesque olive groves. Social events. Hotels of all categories.

For full information apply to: E.N.I.T., 38, Piccadilly, London, W.1; the Azienda Soggiorno Merano, Italy; or to any Tourist Office.

YOUR CHEMIST SELLS



FAMOUS SINCE 1885
APPROVED BY DOCTORS

HELP

URGENTLY NEEDED for training Crippled Girls

Ninety per cent. of the girls in our Crippleage are unemployable in the ordinary channels of industry! They are happy under our care, but thousands of other crippled girls dread the future, because they cannot earn a living unaided.

We want to help these. And we CAN. By patience and sympathetic understanding, we train such cripples to make artificial flowers and so enable them to become partially self-supporting.

Unfortunately, it is all we can do to maintain our present strength—340 girls at Edgware and Clerkenwell. The "WAITING LIST" grows bigger and bigger.

Must we continue to turn a deaf ear to these appeals for help?

WILL YOU JOIN WITH THOSE WHO MAKE IT POSSIBLE FOR THIS NOBLE WORK TO BE EXTENDED?

Annual Report gives fuller details. Please write for a copy.

**JOHN GROOM'S CRIPPLEAGE
AND FLOWER GIRLS' MISSION**
37, Sekforde Street, Clerkenwell,
London, E.C.1

RARE STAMPS.
British Colonial Rarities sent on approval at
Investment prices to serious collectors.
T. ALLEN,
FRINTON-ON-SEA,
ESSEX.